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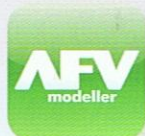
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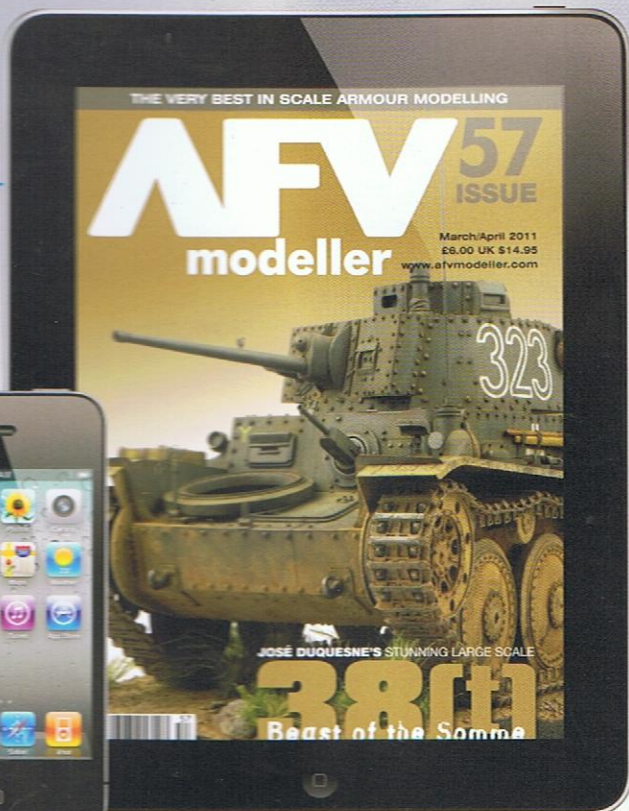
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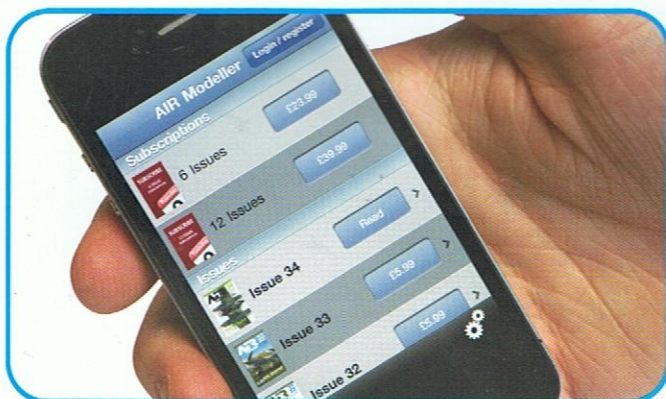


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HURRICANE

Mk.1 (Early)

Jamie Haggio builds
the 1:32 scale Pacific
Coast Models Kit

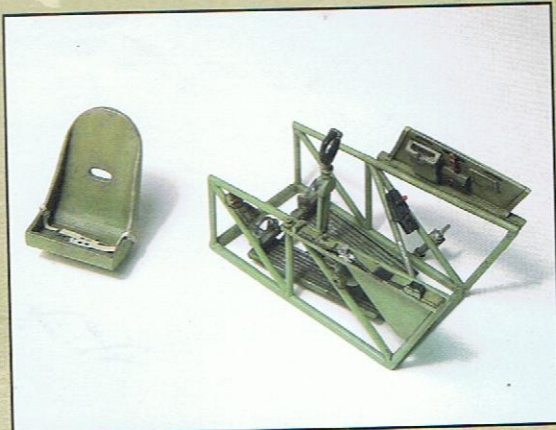
I suppose I have to own up and admit I am a bit of a lazy modeller. What I mean by that is I always choose kits that are modern and state of the art and I shy away from the limited run genre. This inertia is not me thinking that I'll struggle with the potentially poor fit it's more than I can't be bothered with all that effort getting things sorted, I much prefer the painting and weathering stages of a project and to be honest find the construction phase a chore hence I pick easy kits to build.

I was approached by a chap who had bought a few of my completed models and asked if I would build for him the PCM Hurricane. I had read reviews on the kit so I knew what I was letting myself in for when I agreed to build it for him. Not only did I have the pressure of doing a good job on some one else's kit I knew at certain stages the kit would fight back and I questioned

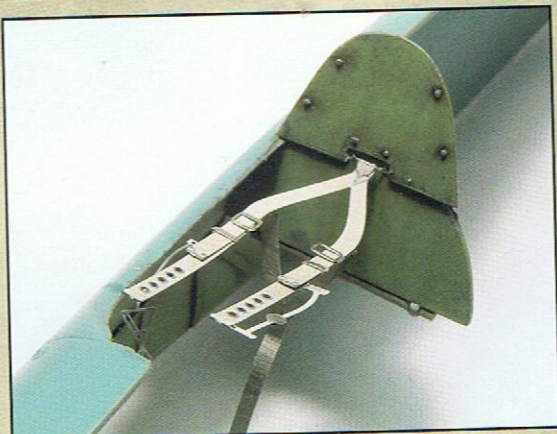
myself if I was up to the challenge. Let's see how I got on.

Funny old thing, we start in the cockpit. This is a mix of resin, plastic and photo etch (pre-coloured and produced by Eduard). My usual method is to glue together as many pieces I can first to make painting easier and this was no exception. The tub comes in plastic and when cleaned up the floor and rudder pedals are attached. The side consoles and kick out panel are resin and they were attached with super glue and the seat was cleaned up. The interior parts were then sprayed with Mr Color interior British green, this is a lacquer based paint so I thinned it with the appropriate Tamiya thinner, this stuff goes on super smooth. Having a lacquer base coat is handy for the next stage which is weathering. I prefer to use MIG Productions dark wash used sparingly, a fine brush was used to touch the wash and

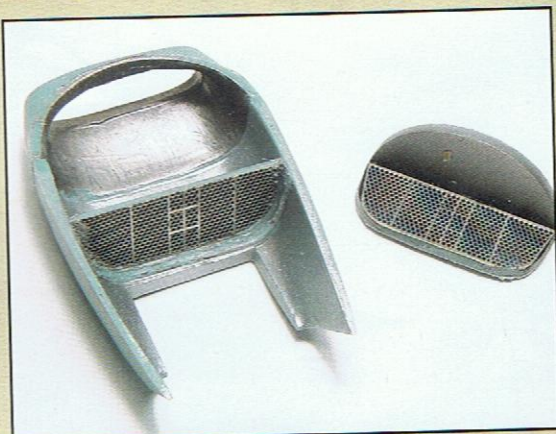
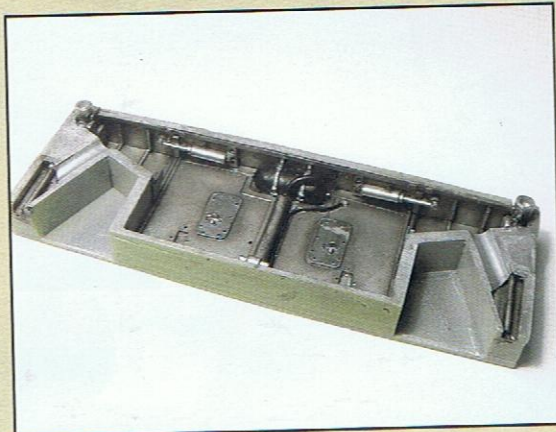




Left The cockpit combines plastic and resin parts for a pleasingly well detailed finished result.



Left The pre-printed instrument panel is produced by Eduard and looks very effective as do the seat harnesses.



Far Left The resin wheel bay painted and ready to be fitted.

Left Photoetched grilles really add to the finished look of the radiators

allow it to flow into all the nooks and crannies creating depth, this is enhanced with a spray of Tamiya black and buff which is thinned heavily then sprayed in areas of shadow. A matt coat of Vallejo matt varnish is then misted on everything; this unifies the finish whilst providing a key for the dry brushing which helps lift out the detail. The final stage was the paint chipping; this was done using Citadel bolt gun metal applied with a sponge and a fine brush. The harness is typical of Eduard's pre-painted etch although the harness arrangement is quite complicated, my references didn't show the arrangement and the instructions are not quite clear enough so I hope I'm close. The only addition to this was a small piece of fine steel wire which the shoulder harness uses to attach to the rear bulkhead. With that the office is complete with the

exception of the instrument panel. This is a colour etch multi piece affair and looks absolutely stunning and has the added advantage of being able to be attached after the fuselage halves have been joined together, as can the cockpit tub itself.

Fuselage

Here's the first test of the limited run kit, the fuselage join. As you may expect there are no locating pins however I decided to rub the mating surfaces with a coarse sanding stick anyway to help things along. I am happy to report that the fit was excellent and dry fitting the instrument panel and cockpit tub showed no trouble which boded well. The tail planes are designed to simply butt join onto the fuselage, this is a recipe for disaster with my clumsiness so holes were drilled to accept strong brass rods to reinforce things. The fit was OK but needed some

Milliput to help things along and blend the contours.

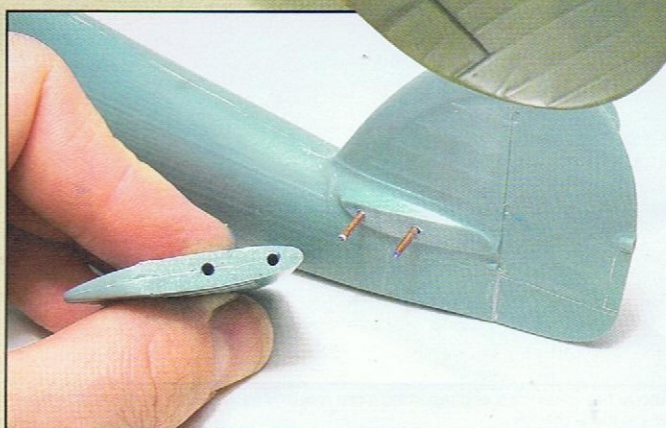
Wings

The wheel well is a multi part resin piece with great detail. This was painted with Alclad aluminium and weathered as the cockpit. The fit into the 1 piece lower wing was fine but I backed up the super glue with Araldite epoxy as super glue can be a bit brittle. The upper wing halves fit OK but the fit of the machine gun inserts on the leading edge are woeful. Lots of filling with super glue and talc was the order of the day and the whole lot rubbed down. This inevitably destroyed the delicate engraved detail so this was restored with a scribing tool.

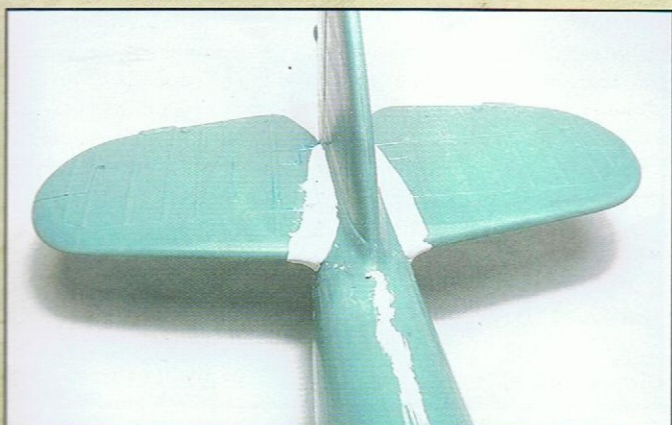
The landing lights and the navigation lights have the same poor fit so the same process was used although more effort is



Above The wings are clamped together during assembly - note the ill-fitting gun bay on the leading edge.



Above Metal pins were inserted into the fuselage to ensure a stronger location for the tail.



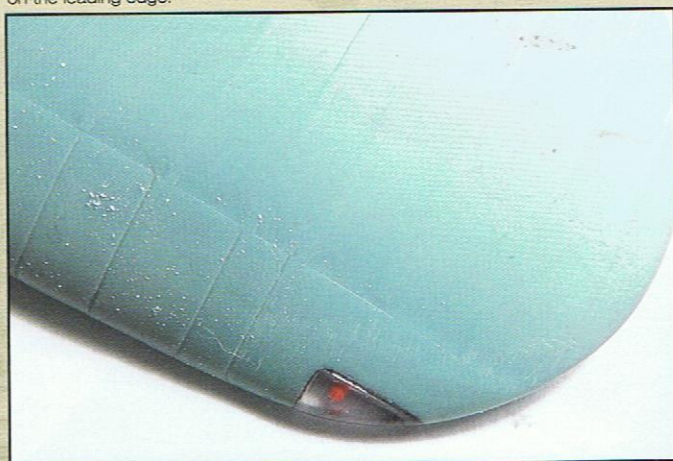
Above Some filler was required around the tail to hide any gaps.



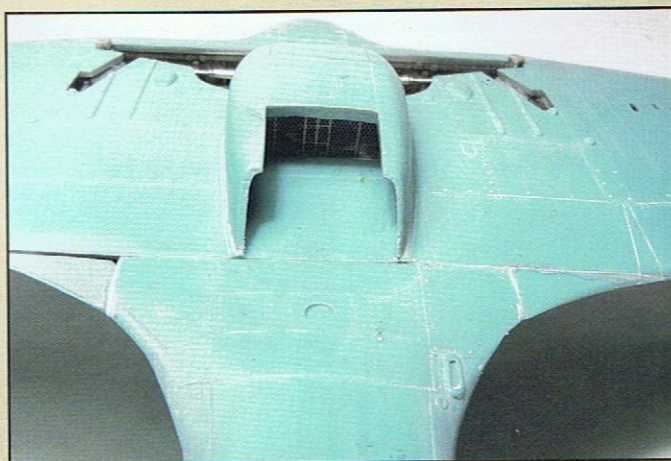
Above Strips of plastic card were used to fill the gaps around the wingroots.



Above Filling, sanding and rescribing were required to achieve the required finish on the leading edge.



Above The completed navigation lights.



Above Mr Dissolved Putty was used to smooth in the joints around the radiator.

required to restore their transparency.

Final construction

Now came the biggest test of all, mating the wings to the fuselage. Oh dear, just as I thought, it was a poor fit. I had thought of attaching the upper wings to the fuselage first but then the leading edge panel lines wouldn't have lined up and I didn't fancy that re-scribing job. There was nothing else for it apart from slopping on the super glue/talc mix, hitting it with accelerator then doing some serious sanding. After multiple layers I managed to get everything looking fairly neat however I do need to pop to a DIY store and pick up

some more elbow grease as I'm now all out! The final job was to restore the lost panel lines and detail, the advantage of using super glue and talc is that when dry it behaves just like plastic so is easy to scribe into.

Next was to fit the windscreen, well, I say fit, it didn't! I had to file the mating surface to provide any sort of surface area for the glue. I had to use Milliput, Mr Dissolved Putty, super glue and masking tape to get any hope of sorting out the joint. Yuk!

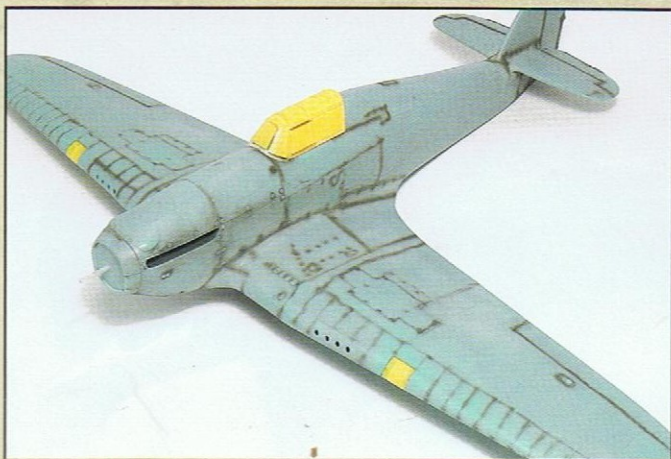
The last job before painting could start was to sort out the radiator. The housing is a

multi part affair which the etched grills fit into, when made up it looks super and the fit isn't bad, I just needed a bit of Mr Dissolved putty to fair things in.

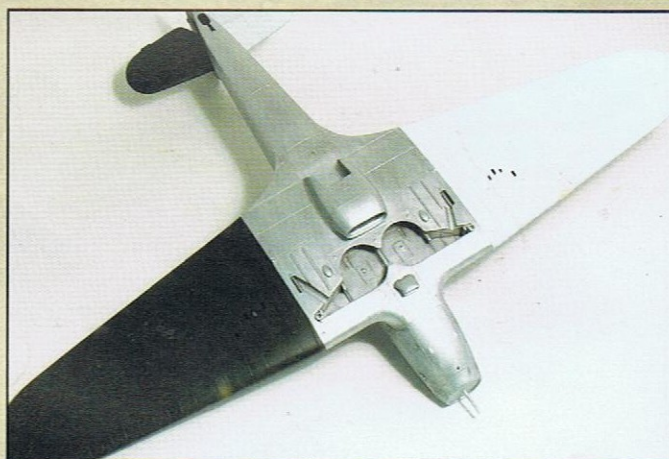
Painting

First job was to prime the airframe for which I used Alclad grey primer. This was smoothed out and the model was pre-shaded with black. This was then knocked back a bit as I use the pre-shade to darken the recessed detail rather than apply dark tones to the camouflage. Sometimes using this method you don't even need to use a wash.

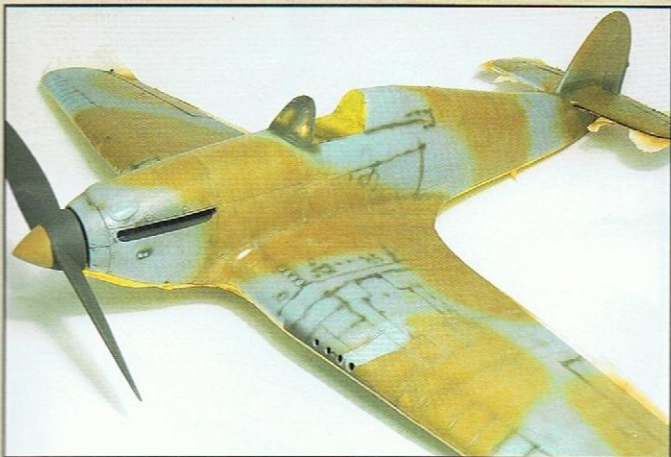
Alclad aluminium was sprayed onto the



Above Alclad grey primer and some pre-shading were first to be applied.



Above The Black, Silver and White undersides were next.



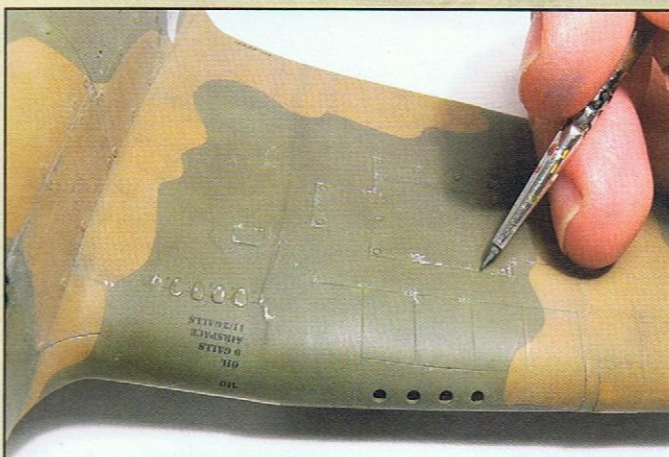
Above The camouflage colours were applied using Gunze acrylics.



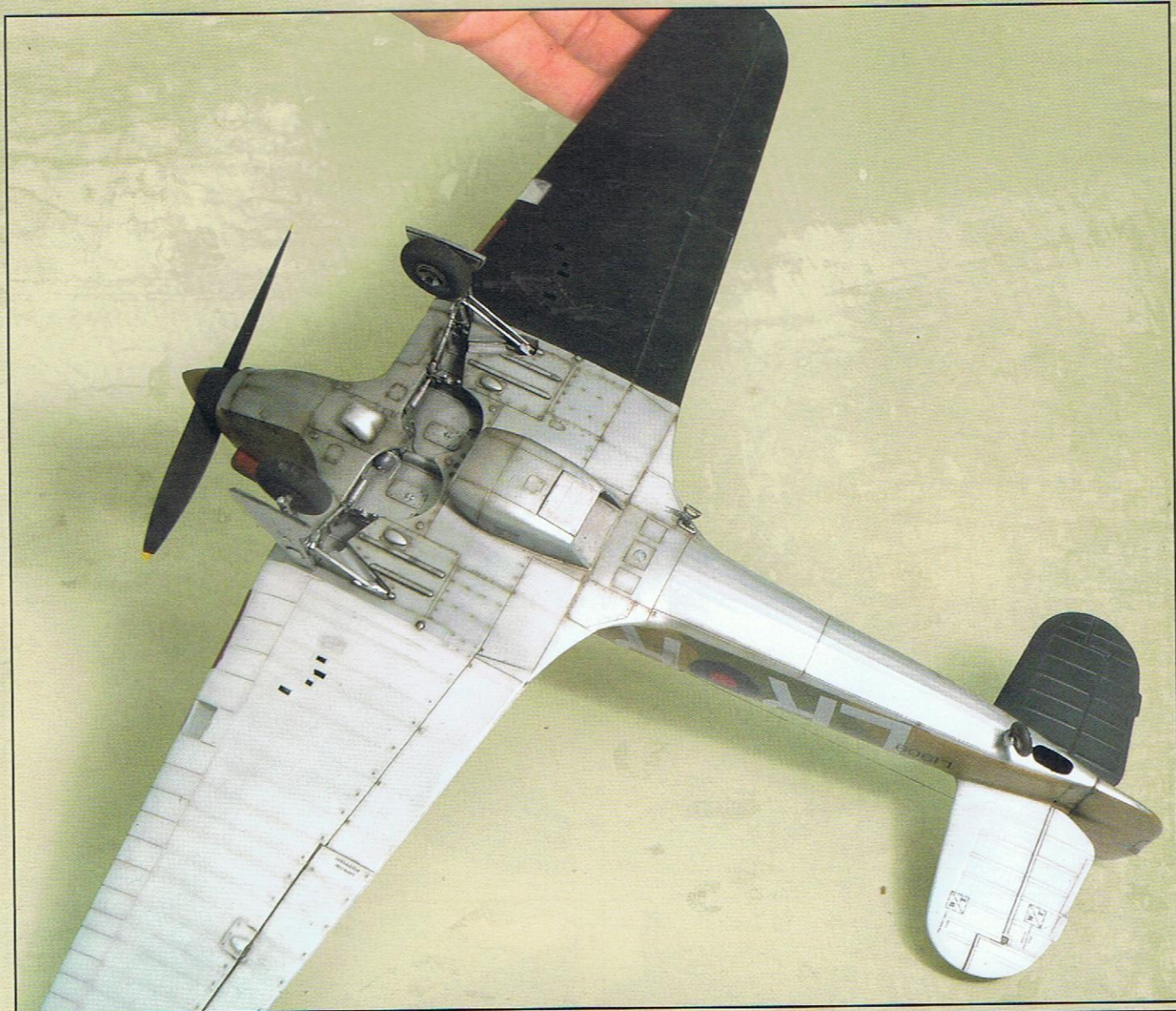
Above Tamiya tape was used to mask the hard edged scheme.



Above The kit supplied decals were added.



Above Damaged paint around the weapons bays is touched in with a brush.



Above To replicate a replacement panel the area was masked and sprayed with a pure mix of the green.



Above Tamiya masking tape was used for the machine gun cover tape.

centre of the underside. When masked up Tamiya gloss white and a mix of Tamiya gloss black and buff was sprayed in appropriate areas. I use this odd mix of black as pure black looks way too dark and it allows me to use some pure black for shading and weathering.

With the underside masked it was the upper surfaces turn. Gunze dark earth was tinted as I went along to fade the paint

although I tried to keep this quite subtle. This aircraft served during the phoney war which was a severe winter so there wasn't much sun bleaching taking place! When dry I wanted a hard demarcation as per the original so this was marked out on Tamiya tape and applied before the Gunze dark green was sprayed on, this was also tinted and faded using white and yellow. To add to the weathering one of the fuselage panels was masked off and fresh

dark green paint was sprayed to simulate a replacement panel.

Finishing off

To prepare the surface for the decals and to protect the paint job a thin coat of future was brushed on. The decal sheet is stunning and there are some lovely schemes to choose from although luckily the client who I was making this for chose the 56 Sqn example. I was pleased with



Above Exhaust stains were one of the final touches of weathering to be applied.

this as I flew Tornados with this squadron in 2000.

Cartograf produce the decals and they go on superbly, and a matt coat sealed them in before the weathering. This consisted of paint chips applied with a sponge and fine brush, a post shade with the thinned black/buff mixture and exhaust stain. This was applied in layers, first using the black/buff mix, then thinned buff on its own and finally finished off with a light grey.

The undercarriage is fairly complicated and although the detail is a tad soft when painted and weathered it looks fine, I did

replace the auxiliary doors with thin card though as the kit ones were far too thick. There are 4 and 5 spoke resin wheels to choose from however both had marks where the pour stubs are so a little filler was needed to tidy them up.

Another option is the exhausts for which I chose the early version. These had a base coat of Tamiya red brown followed by dusting with various rust shades of Warpig's pigments.

The gun tape was simulated using real tape, in this case Tamiya masking tape. The area was marked out the cut out, the

tape was brush painted a dull red colour then stuck onto the model.

All that remained was to add the small sticky out details and she was done.

This is my first limited run kit and although it was very hard work at times I thoroughly enjoyed the project so much so I have been on the lookout for other limited run kits I can have a go at although my next project will be the Tamiya Spitfire which is at the other end of the scale!

Martin Baltimore MKIV

Special Hobby 1:72nd Scale
Andrea Vignocchi

HISTORICAL NOTES

The Model 187 was ordered from Martin by France, which intended to replace the Model 167 Maryland but the 1940 German invasion prevented the delivery of the aircraft which were then turned over to the RAF and were given the name "Baltimore".

The aircraft retained the wings and tail planes of its predecessor and was given a new wider fuselage and Wright Cyclone GR-2600 engines that allowed a top speed of about 500 km/h. The armament consisted of 900 kg of bombs and up to 12 machine guns for self-defence. The RAF received a total of more than 1500 aircraft, which were all exclusively employed in the Mediterranean Theatre of Operations (Africa, Italy, Greece, Yugoslavia etc.). The RAF equipped many foreign squadrons with the Baltimore (Italians, South-Africans, French, Australians, Turkish and Greeks): they were initially integrated into the RAF structure and were then transferred to the respective national Air Forces in the last stages of the war.

The Baltimore started its operational career in 1942 and, even though it was not as famous as the B-25 or the A-20, it performed its duties quite capably, constituting the backbone of the RAF attack squadrons in the Mediterranean.

The Baltimore became famous in Italy for being the last bomber in service with the Italian Air Force and for being the airplane which killed Maj. Buscaglia, the Italian WWII torpedo Bomber Ace.

THE MODEL

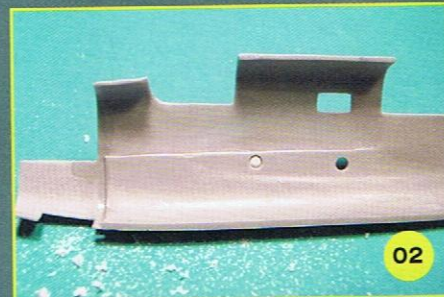
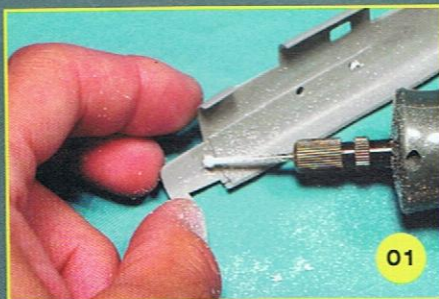
Opening the box, one can find a typical short-run kit: very fine engraved panel lines, correct shapes, some resin bits and clear transparencies. The negative aspects are a poor definition of the smaller parts, excessive thickness at the wing's trailing edge and some imperfections in the parts fit.





THE CONSTRUCTION

Before starting the interior construction, I had to thin down the fuselage sidewalls, in order to allow me to open all the cockpit hatches. (Picture 1-2)



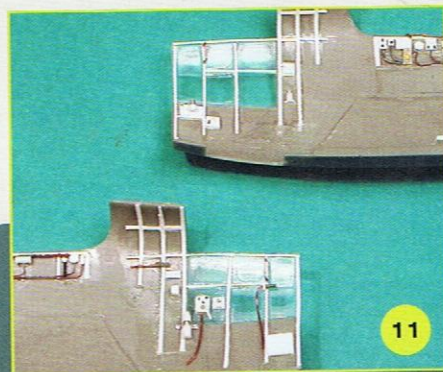
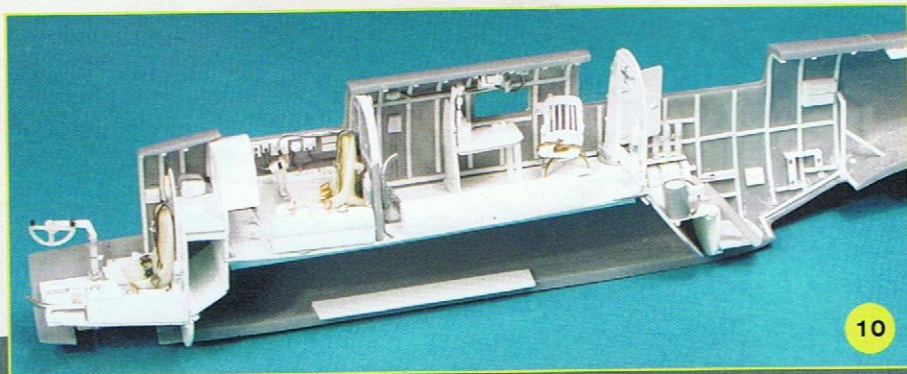
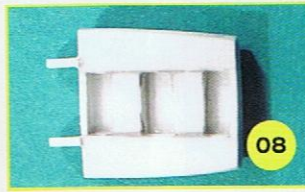
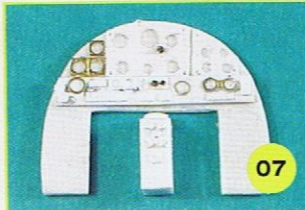
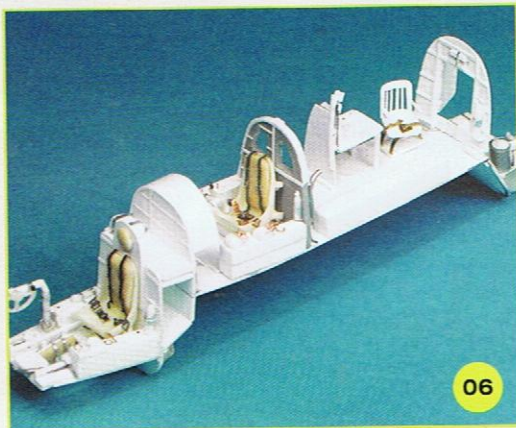
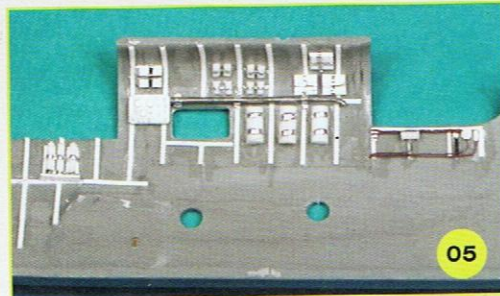
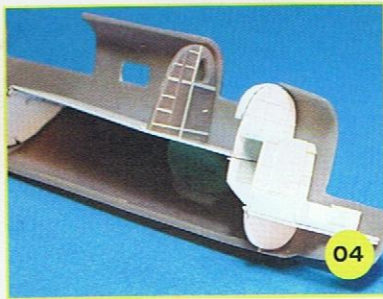
Interiors: all the interiors are scratch built; the seats are made of resin and come from a Hawkeye Design American Seats set. The cushions were made with some epoxy putty and all the seats were provided with photo etched safety belts. (Picture 3)
After having laid down the cockpit floor (Picture 4), I started the interior construction using plasticard sheets and sections of many different size; in this case I glued them with 'green cap' Tamiya liquid glue.

When I had finished building the rib structure, I added piping and many boxes to the fuselage sidewalls: the cables were made with lead wires, while the retention strips were made with self-adhesive aluminium foil. (Picture 5)

The central bridge hosts in order: bomb aimer/co-pilot, pilot, navigator/radio operator, gunner. (Picture 6)

The instrument panel (Picture 7) and the bomb aimer's position lower access hatch (Picture 8) were all scratch built, as were the dorsal turret interiors. (Picture 9)

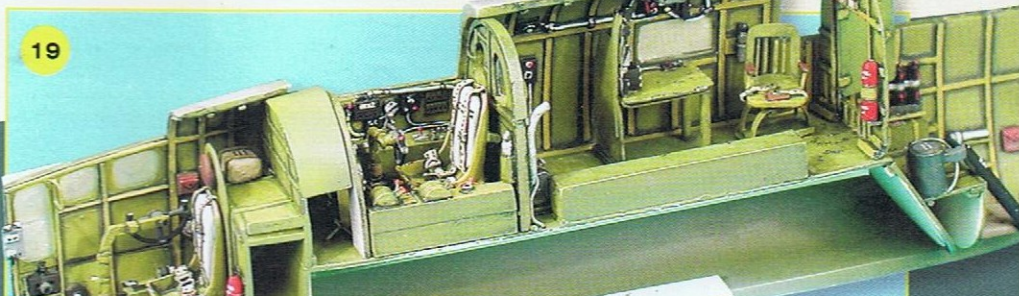
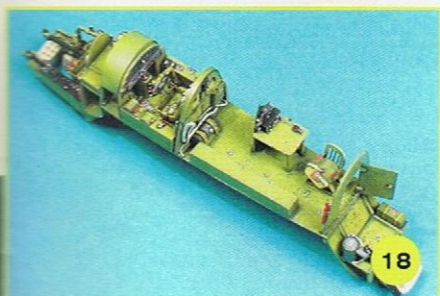
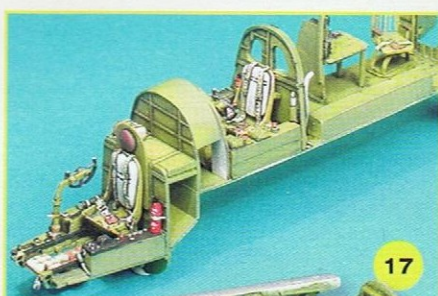
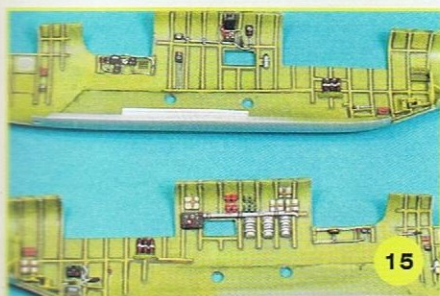
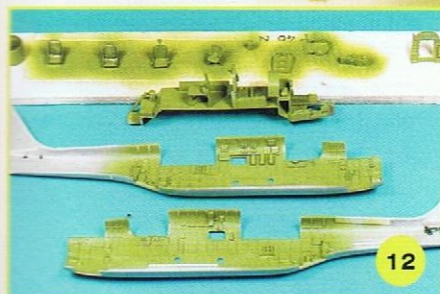
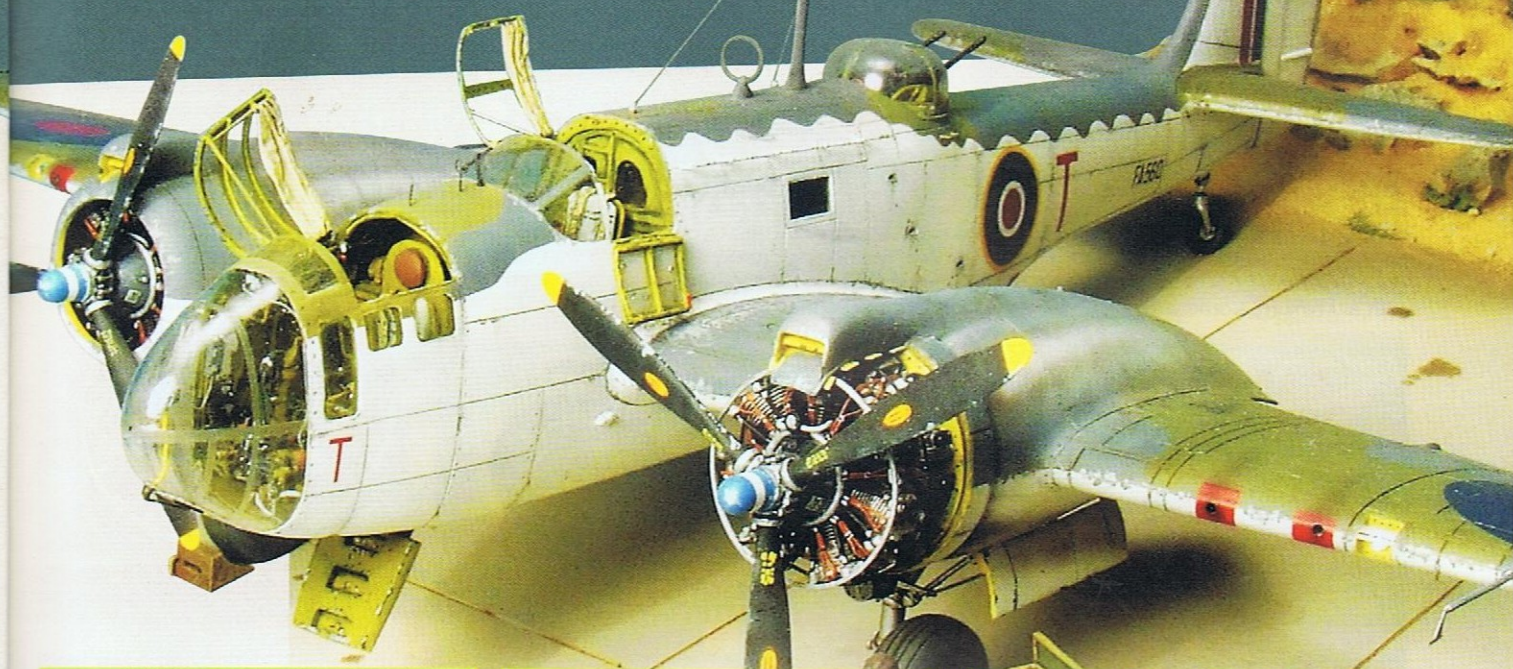
After some dry fitting (Picture 10), I built the nose transparent sidewalls; I had to cut the kit's transparent parts in three pieces in order to detail them with ribs, boxes and wires (Picture 11)



Interior painting: I started by masking the portholes, then I airbrushed some Gunze H-58 USA Interior Green, slightly brightened up with some yellow (I'd like to remind you that the Baltimore is an American plane) **(Picture 12)**

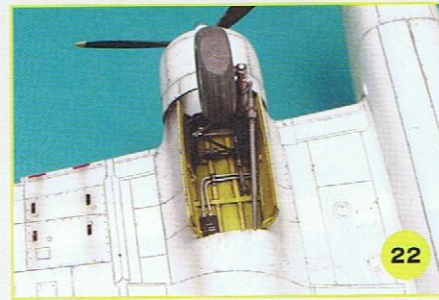
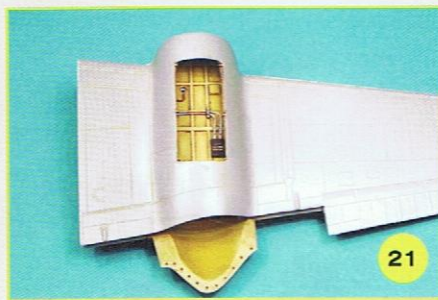
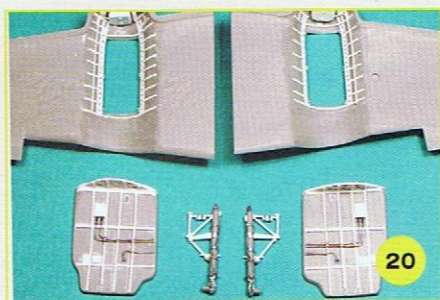
I then applied a heavy dark green wash on all the interior; after a few minutes, using a brush lightly moistened with thinner, I removed the wash from the panel centres and from the parts under direct light. **(Picture 13)**

The lighting process was carried out with Humbrol enamels: it's precision work, since one has to highlight the reliefs without soft edges and re-touch the darker parts where needed in order to create sharp profiles. **(Picture 14)**
All the small details were painted with Vallejo acrylics. **(Picture 15)**

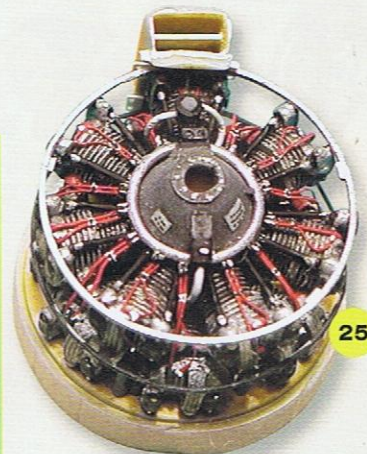


Let's take a look to some details before final assembly: seats, bulkheads, dorsal turret and central bridge with all its parts in place. **(Picture 16-19)**

Landing gear and wells: the landing gear legs were poorly defined and the strengthening collars were made with self-adhesive aluminum foil. The roof and the sidewalls of the gear wells were detailed with plasticard sections. (Picture 20)



Engines: I replaced the kit's engines with the excellent Aires Wright Cyclone R-2600. Their complexity means painting them before assembly. The engine casing was painted with dark grey, while the cylinders were painted with matt black and the cylinder heads were painted with aluminium. Some washes and drybrushing completes the job. (Picture 23-25)

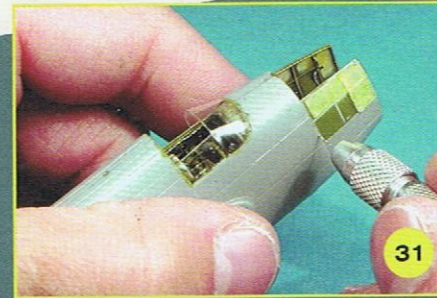
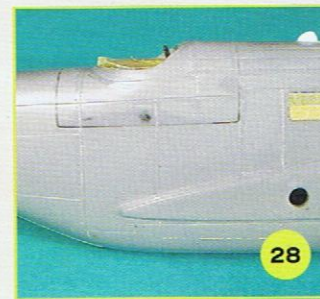
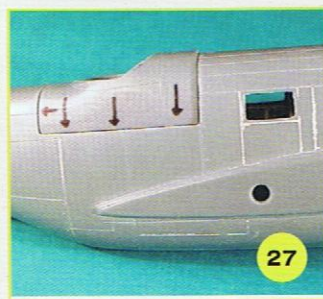
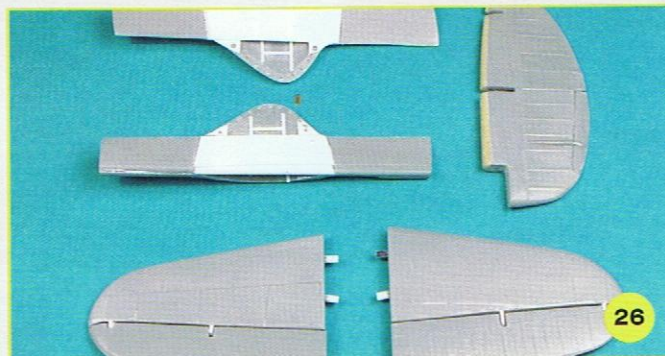


Wings and flying surfaces: all the control surfaces, except for the ailerons, were removed and the missing parts of the flaps, the rudder and the hinges were rebuilt with plasticard; all the trailing edges were thinned with sandpaper. (Picture 26)

The fuselage: the biggest problem here is due to the central insert with the turret location: there are two different types of insert, to be chosen according to the version one is building, but the problem is that neither of them fits anyway! I then had to face a long job with files, plasticard and cyano glue in order to solve the problem; most of the central fuselage panel lines disappeared and were then re-engraved. (Picture 27-28)

Before closing the fuselage I had to make two holes for the wings pin and I had to glue some plasticard stripes inside the half fuselages in order to facilitate the parts alignment.

During the engraving process, I added some panel lines and removed others, especially in the engine cowlings area. (Picture 29) After that, I flowed some 'green cap' Tamiya liquid glue inside the panel lines, in order to remove all the flash left. (Picture 30) With the fuselage complete, I added some rivet lines with a 0.2mm micro drill. (Picture 31)

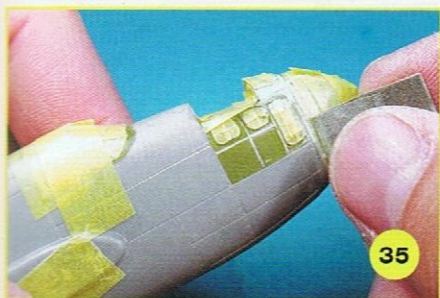
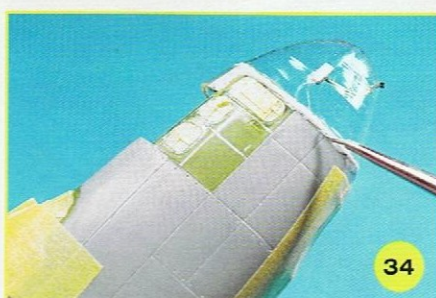
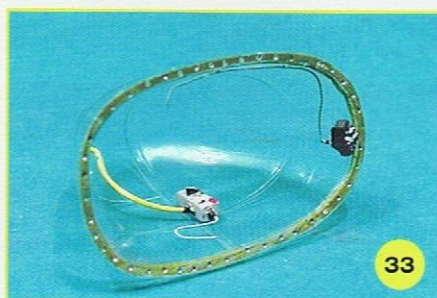
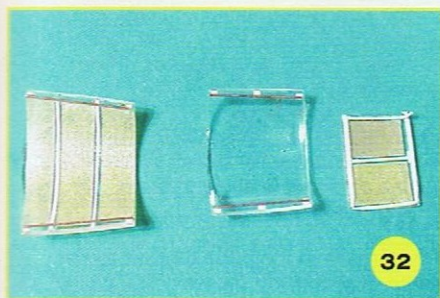


Glazing: the pilot's canopy was vac-formed. The canopy was divided in to three parts: fixed part, upper and lateral hatches. Before mounting the fixed part I made the sun screen with a piece of aluminium foil. All the opened hatches were detailed with some internal structure made with plasticard, while the small sun curtains were made with aluminium foil. **(Picture 32)**

The nose was divided into five pieces and mounting it wasn't a pleasure... and the front glazing bubble was detailed with wires and boxes. **(Picture 33)**

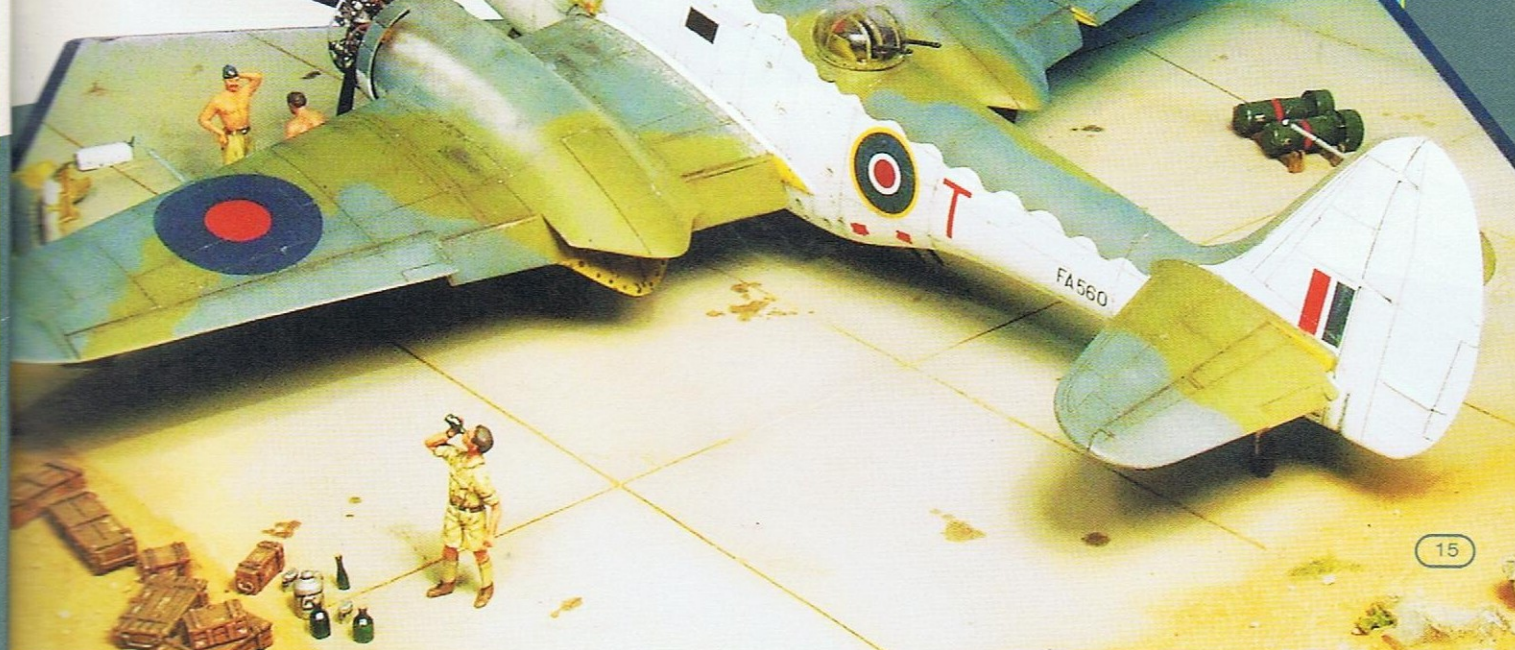
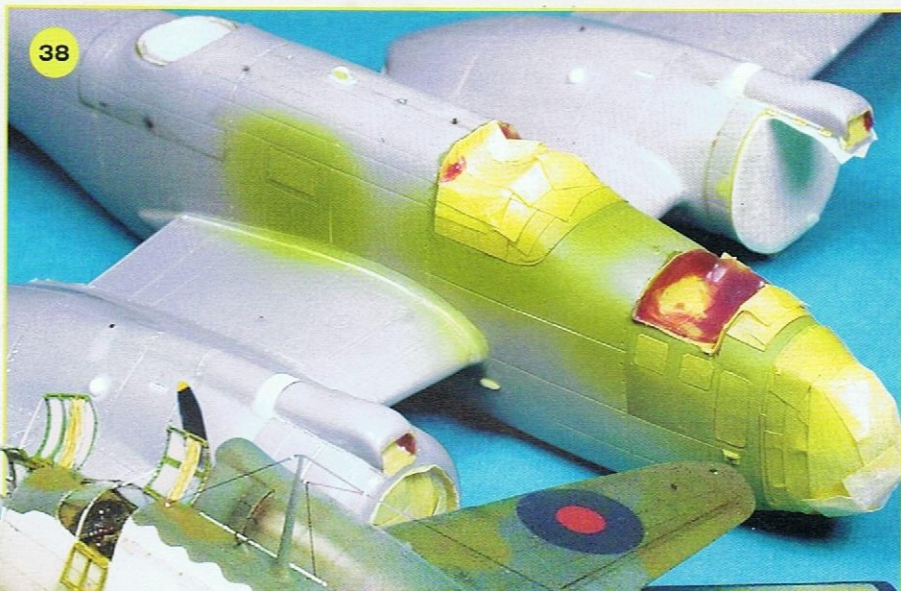
The transparent parts were glued with cyano glue, in order to have a more solid structure, and since they are vac-formed there should be no fogging problems, just be careful when gluing them **(Picture 34)**

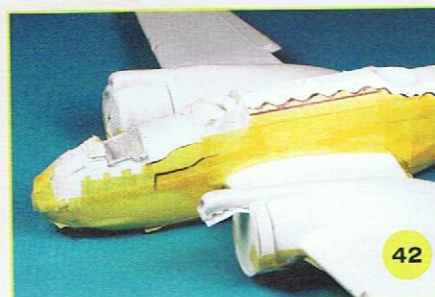
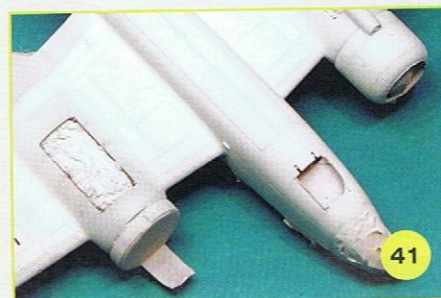
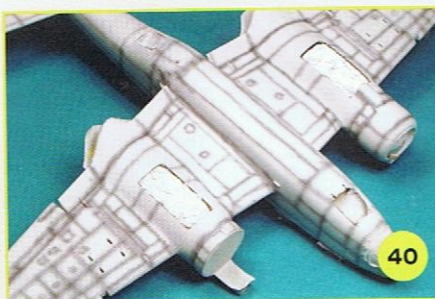
The transparent parts were masked and lightly sanded **(Picture 35)** and a last pass with Humbrol 155 Matt Green allowed me to eliminate any last imperfections. **(Picture 36)**



Final assembly: now it's time to fix the wings and tail planes: the wing joint is awful and I had to insert many plastic strips to fill up the gaps. **(Picture 37)**

After I had masked the transparent parts, the cockpit's openings and the gear wells I airbrushed some more Interior Gunze green, in order to avoid the grey base colour showing through the clear parts. **(Picture 38)**





PAINTING

With the assembly completed (not one of the easiest I faced...) I started what I prefer the most: the painting and weathering process.

I started with a light grey base coat; it's almost a white base coat because of the final scheme I chose. **(Picture 39)**

I then applied pre-shading with a medium grey, trying to be quite precise, since white is a colour with a low covering power. **(Picture 40)**

Now it's time to airbrush some light layers with Aeromaster 1012 Matt White, trying to let the preshading show through. **(Picture 41)**

I then masked the parts that will remain white, reproducing the wavy line typical of Coastal Command aircraft. **(Picture 42)**

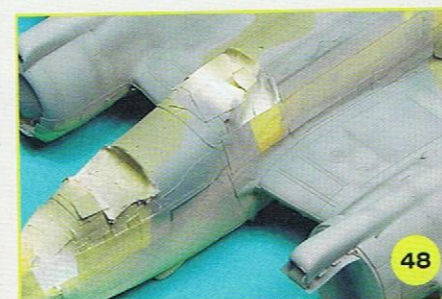
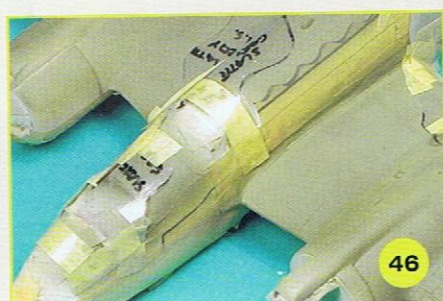
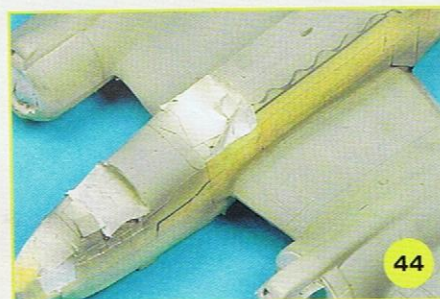
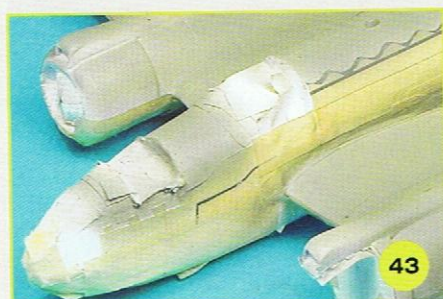
Let's now move to the upper camouflage: the Slate Grey is kind of a grey-green that assumes a typical American Olive Drab tonality when exposed to sunlight. In order to achieve a realistic result on my model, I made a mix of Aeromaster 1119 Slate Grey and Aeromaster 1051 U.S. Yellow in a 7 to 1 ratio. **(Picture 43)**

After the first layer of paint my Baltimore looked like an American B-25, but after the weathering process the tonality proved to be correct. The base colour was weathered with some very diluted mixes, using darker shades for the panel lines and lighter shades for the panels centre. **(Picture 44)**

The masks were cut from Frisket sheets and were carefully applied to the model **(Picture 45-46)**

I then airbrushed the second camouflage colour with Aeromaster Extra Dark Sea Grey 1118; the same weathering process was applied also to this colour. **(Picture 47)**

It's finally time to remove the masks; the model is weathered in a uniform way. **(Picture 48)**



I removed the last masks and the white appeared, (Picture 49) in this phase the contrast between the white and the other colours is quite marked, but after all the washes and at the end of the weathering process the contrast will result much more subtle. I then airbrushed some clear gloss paint (Picture 50) that will prepare the surface for the placing of the decals. (Picture 51)

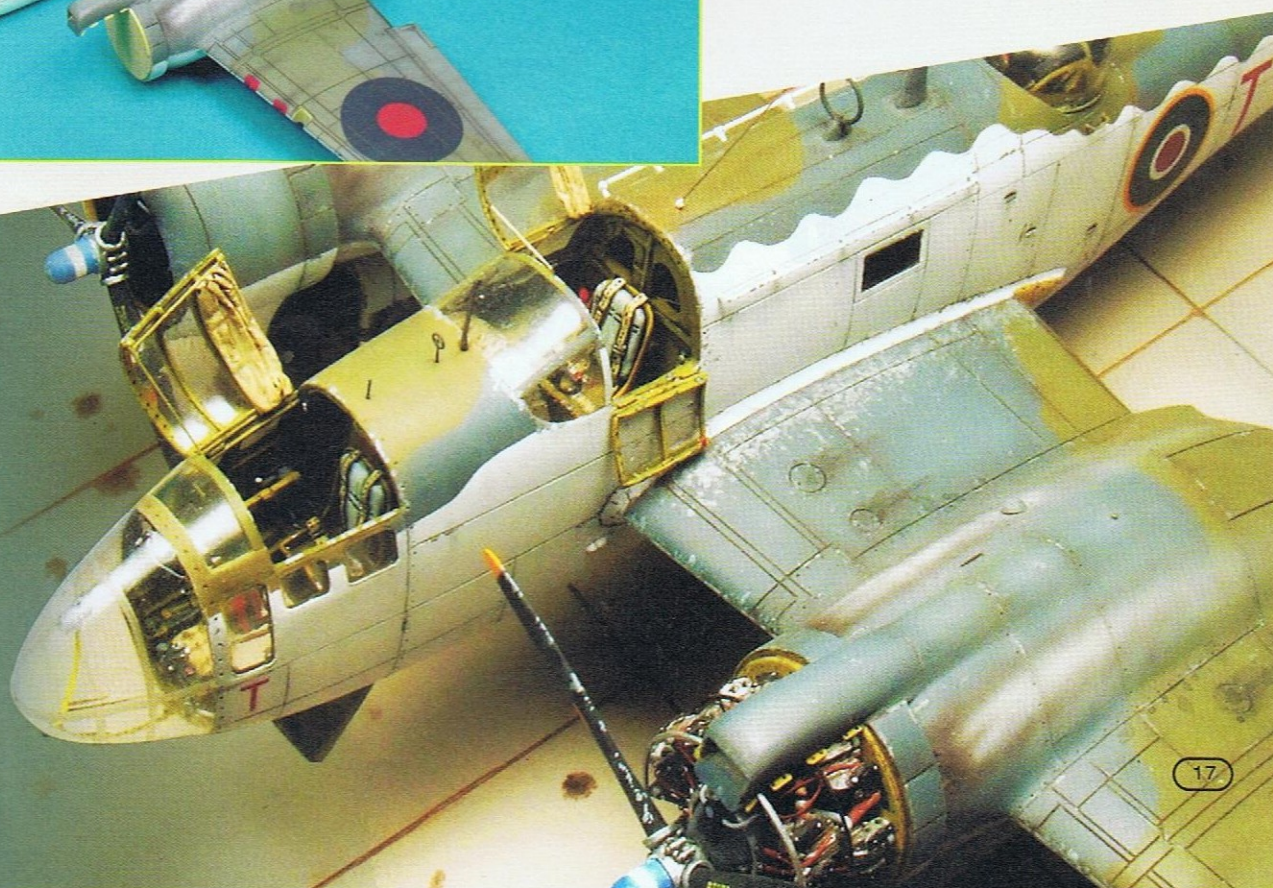


I then moved to washes; the colour is different according to the base layer: on the white I used a medium grey, while on the darker colours I used the usual mix of Burnt Sienna and black, making the panel lines uniform with some drybrush and some glazing. (Picture 52)

After some final touch ups, I airbrushed a layer of Aeromaster matt clear. (Picture 53)



Let's now take away the last masks and make the exhaust stains; the model is almost completed. (Picture 54-55)

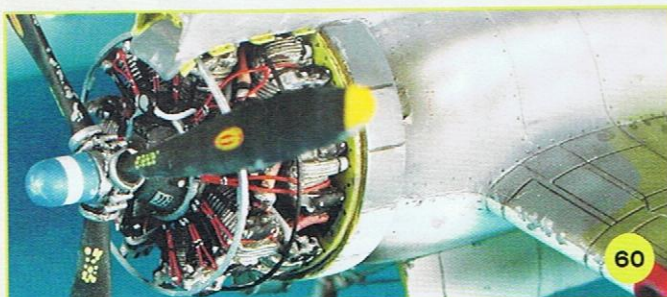
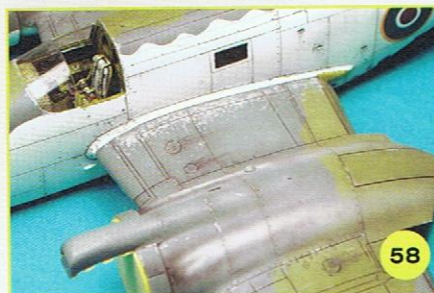
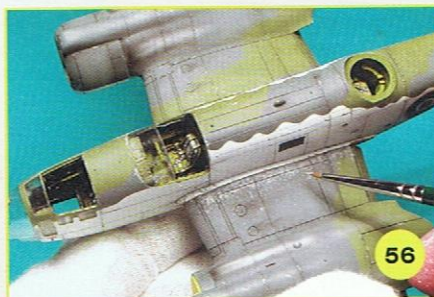


This is the final stage of the weathering process: using a mix of Humbrol Aluminium 56 and Humbrol Matt Light Grey 127 I painted the scratches on the areas more subject to wear. The purpose of this mix is to obtain a light but not too shiny colour that will contrast with the matt finish of the airplane, avoiding the need for a second layer of matt clear. **(Picture 56)**

At the end of the weathering process I made some tank caps leakage with a flat brush and some dark and light streaks, trying to follow the airflow direction. **(Picture 57)**

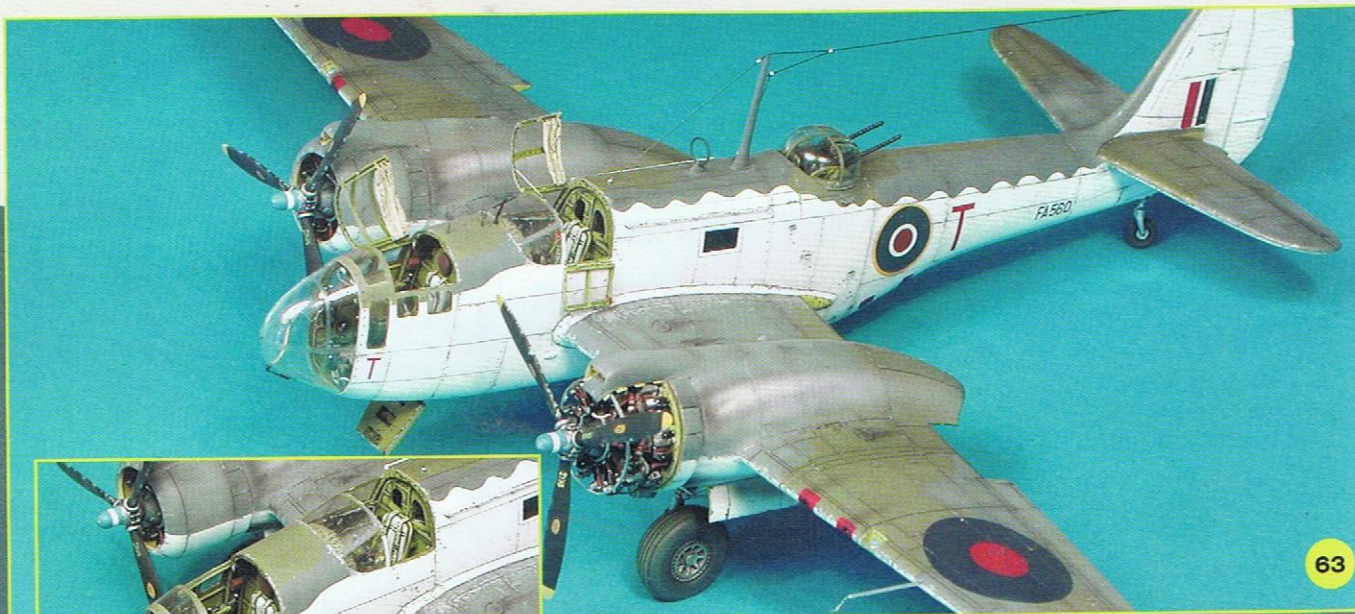
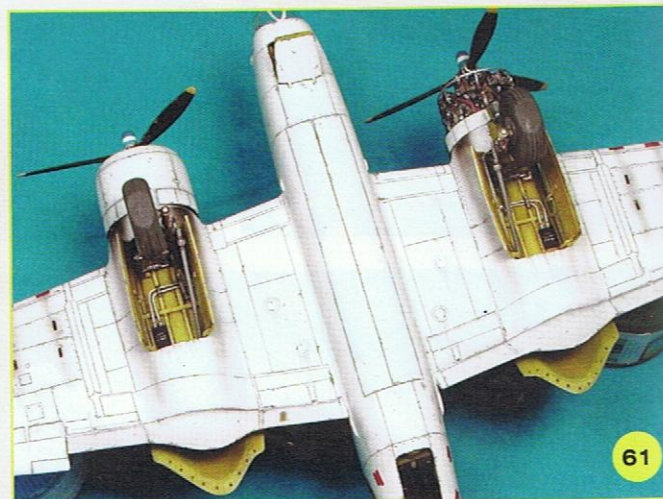
Here's how the model looked at the end of the weathering process. **(Picture 58-59)**

The assembly phase continued with the right engine and propellers **(Picture 60)**, the landing gear **(Picture 61)**, the turret and the lower access hatch.



The model was completed with the antenna wires made with stretched sprue, while the insulators were made with a tiny drop of thick white colour.

The nose and cockpit access hatches, with the sun screens made of aluminium foil, were glued at the end of the assembly phase. **(Picture 62-63)**



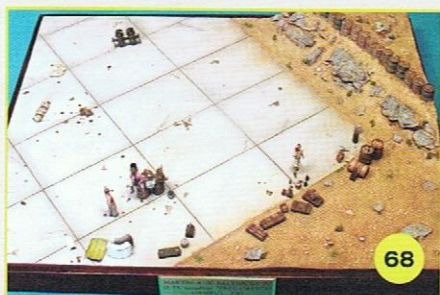
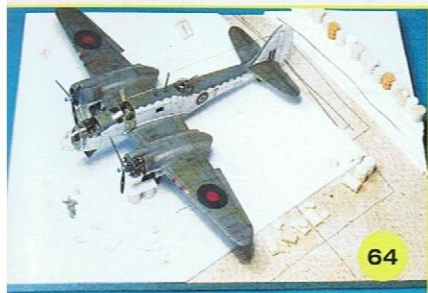
Scenery and historical background: The 13th Squadron "Free Greece" operated in Egypt from Gambut airbase, initially with Avro Anson's, then with Blenheim Mk4 and, from 1943 onward, with Martin Baltimore; in that period, the Greek airplanes were still assigned to the RAF and the only hint of their nationality is represented by the colour of the propeller hubs.

The base: the idea for this scenery came from the only two certainties I had: the Gambut base was provided with a concrete runway (I saw a picture of a Greek Blenheim Mk5 that proves that...) and in Egypt there is a desert! The aircraft, figures and accessories position is confirmed before making the ground. **(Picture 64)**.

The main difference with the other bases I made is the quantity of rocks: I tried to reproduce the aspect of some stones sticking out of the sand that I saw during a trip to Egypt. The painting was carried out with warm tones and some reddish washes; the stones were left in their original colours and their structure was highlighted with a light grey drybrush.

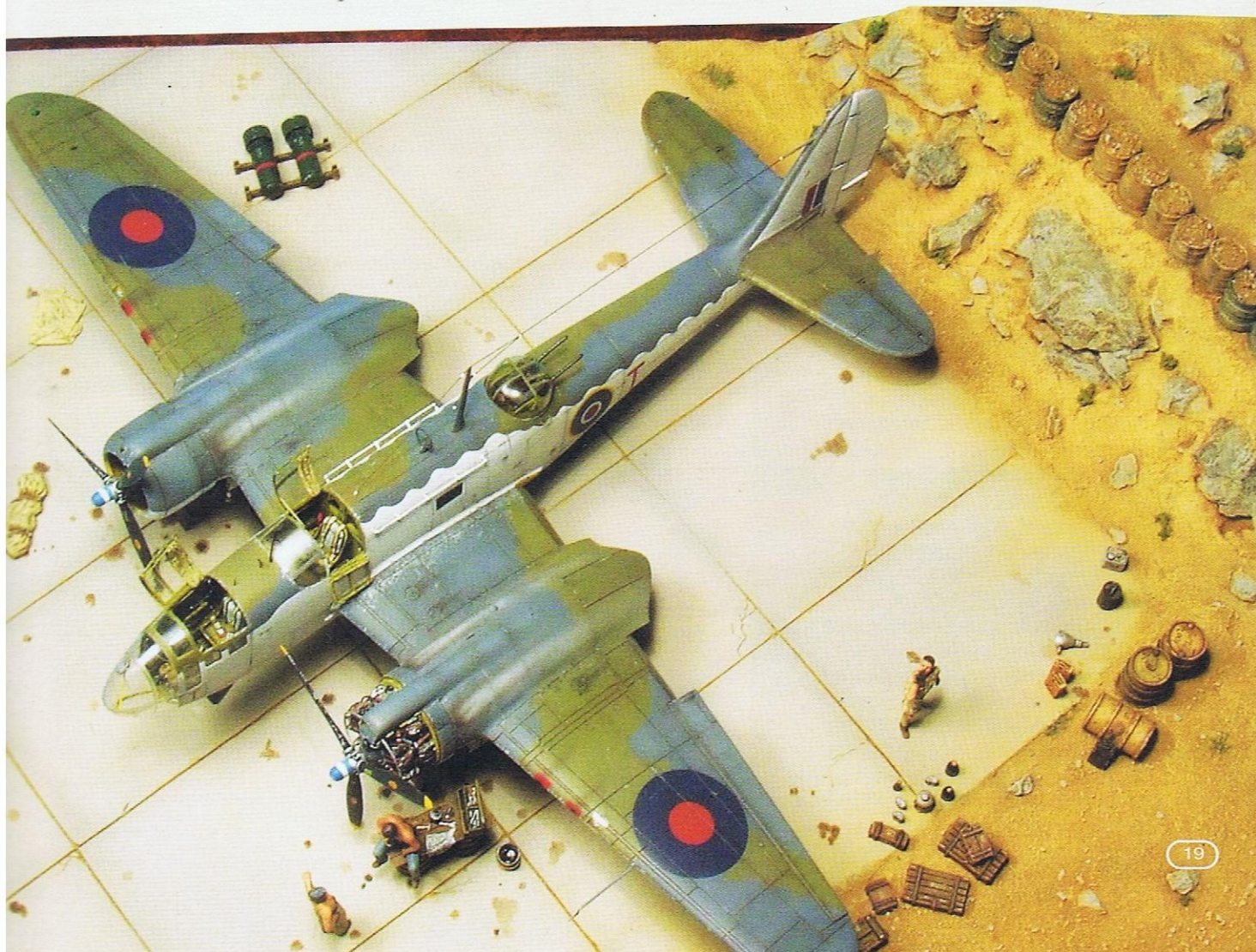
The fuel drums which made up the splinter proof screen were emptied with a small milling cutter and filled with soil. **(Picture 65)** All the details that will give life to the scenery were meticulously painted. **(Picture 66)**

The figures were modified in order to convey the hot and thirsty environment that could be found on a desert base. **(Picture 67)** Now the scene is ready, it just lacks the main character... **(Picture 68)**



Documentation:

Finatch nr. 1 Martin Baltimore in the Greek Air Force
Ali Straniere d'Italia nr. 3 Martin Baltimore
Notiziario C.M.P.R. nr. 1/96
Warpaint Martin Baltimore
Profile nr. 232 Baltimore



The Martin Baltimore

By David Doyle



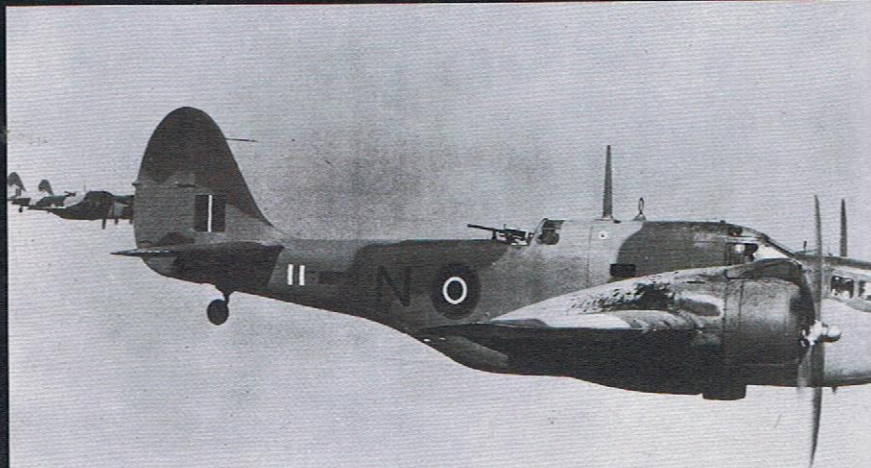
Baltimores at the Martin factory in Maryland await delivery to the RAF. The planes are already painted in RAF markings and desert camouflage of Mid Stone and Dark Earth over Azure Blue. The first Martin Baltimore in this lineup, serial number FA337, was a Mk. IIIA, which varied from the Baltimore Mk. III chiefly by the addition of an electrically powered Martin 250CE dorsal with two .50-caliber machine guns. Baltimore Mk. IIIA encompassed serial numbers FA100 to FA380, with a total of 281 examples produced. (Stan Piet collection)

The Glenn L. Martin company expanded their XA-22 'Maryland' design to create a more formidable attack bomber, their model 187. This aircraft was offered to the US Army Air Corps as the A-23. While the US was not interested, the design met the needs of the Anglo-French Purchasing Commission. The French Air Force ordered 400 aircraft, intending that they replace the aging Maryland bombers in their service. However, France fell before any of the new aircraft could be delivered, so they were diverted to Great Britain. The initial aircraft new design was dubbed the 'Baltimore I' by the RAF, fitting, as the Maryland seaport was the Martin firm's home. The first 100 aircraft built of the 400 plane order were Baltimore I which was followed by 100 Baltimore II and finally the Baltimore III.

When the Lend-Lease program began, it was required that equipment (aircraft, tanks, etc.) be ordered through US military channels, which of course required that they have US Military designation. The Baltimore was classified as the A-30 by the US Army Air Corps, even though they did not intend to operate the aircraft. The Air Corps first order for Baltimores was for 281 Baltimore IIAs. This was followed by

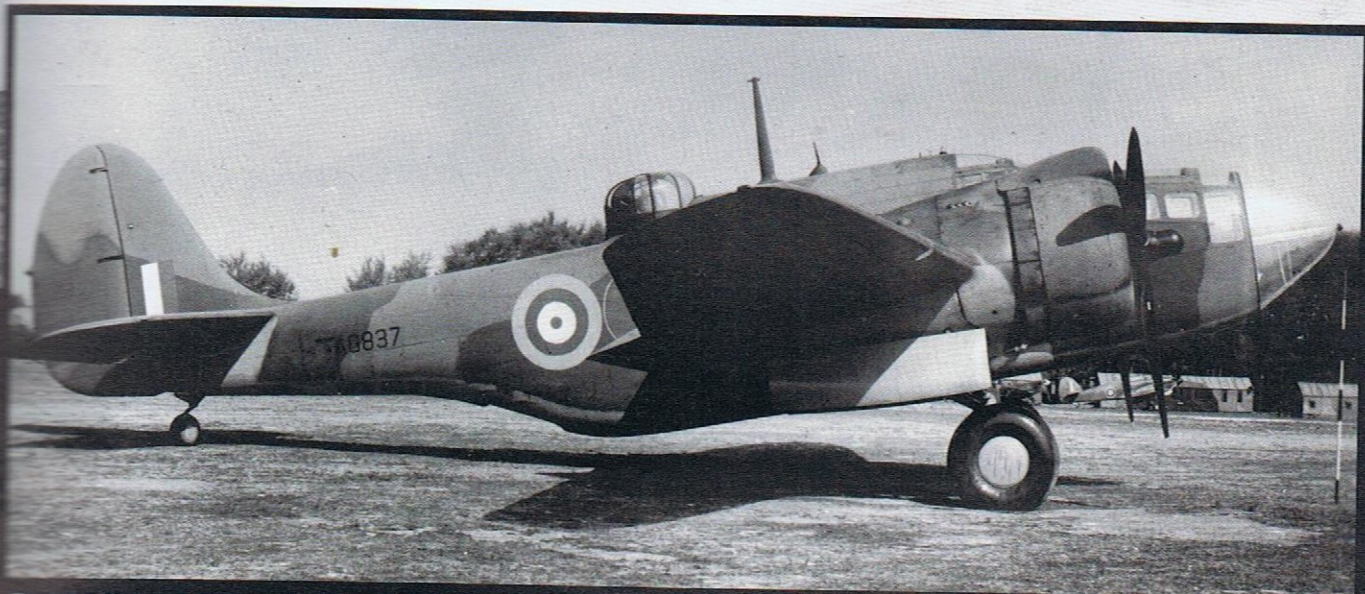


The number-four Baltimore Mk. I, serial number AG688, was photographed in October 1941. This mark was equipped with ten 7.7 mm machine guns: two fixed Brownings in each wing, four fixed, rearward firing Brownings in the belly aft of the bomb bay, and two flexible, hand-operated Vickers K machine guns in a dorsal mount at the aft end of the turtle deck. A total of 50 Baltimores Mk. I were produced, incorporating RAF serial numbers AG685 to AG734. (National Museum of the US Air Force)



A Baltimore Mk. II flies in formation with several other Baltimores over North Africa, where these aircraft saw considerable service in support of Montgomery's campaigns against Rommel's Afrika Korps. The Baltimore II varied from the Mk. I chiefly in the introduction of two additional Vickers K 7.7mm machine guns in a ventral flexible mount. Total production of the Baltimore Mk. II was 100 planes. (Glenn L. Martin Maryland Aviation Museum)

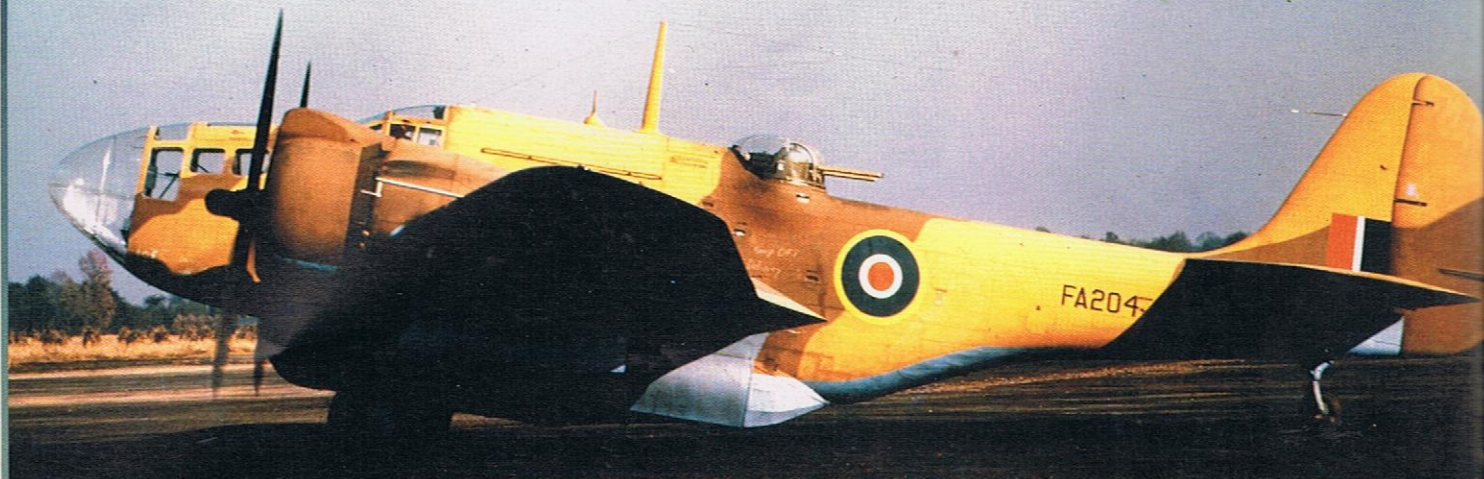
This Martin Baltimore, in bare-aluminum finish and marked with U.S. civil registration number NXM53, was at some point configured as a Mk. III, although it is not clear if the Mk. III's distinctive Boulton-Paul turret had been added when this photograph was taken. The Boulton-Paul turret mounted four 7.7mm Browning machine guns. The boxy air scoops on top of the cowls and the rounded oil-cooler intakes below the engine nacelles are visible. (Gerr L Martin Maryland Aviation Museum)



The third Baltimore Mk. III produced, serial number AG837, was photographed in May 1942. The Boulton-Paul dorsal turret is visible, but the four Browning machine guns were dismounted. The demarcation lines between the camouflage colors were quite sharply defined. Two crewmen, the pilot and bombardier/navigator, were stationed forward of the wing, while the wireless operator had a compartment aft of the pilot, above the bomb bay, and the gunner was positioned aft of the wing. (National Museum of the US Air Force)



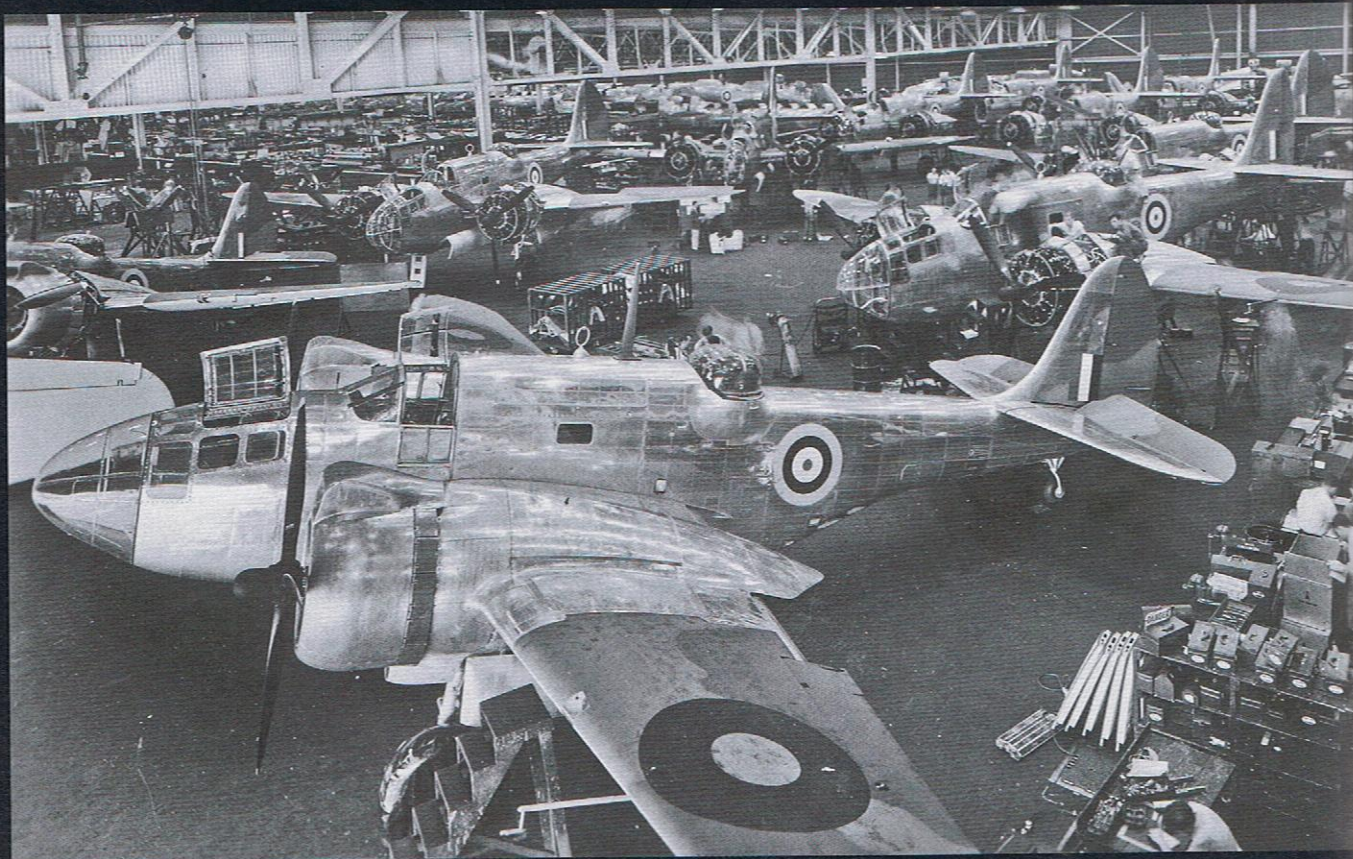
The same aircraft seen in the preceding photo, RAF serial number AG837, is viewed from the starboard rear quarter, showing another aspect of the Boulton-Paul turret. Immediately to the front of the roundel on the side of the fuselage a yellow letter P inside a circle; an RAF marking standing for prototype. A red-white-blue recognition flash is present on the tail fin. The ports for the rearward-firing 7.7mm machine guns in the belly appear to have been covered over. (National Museum of the US Air Force)



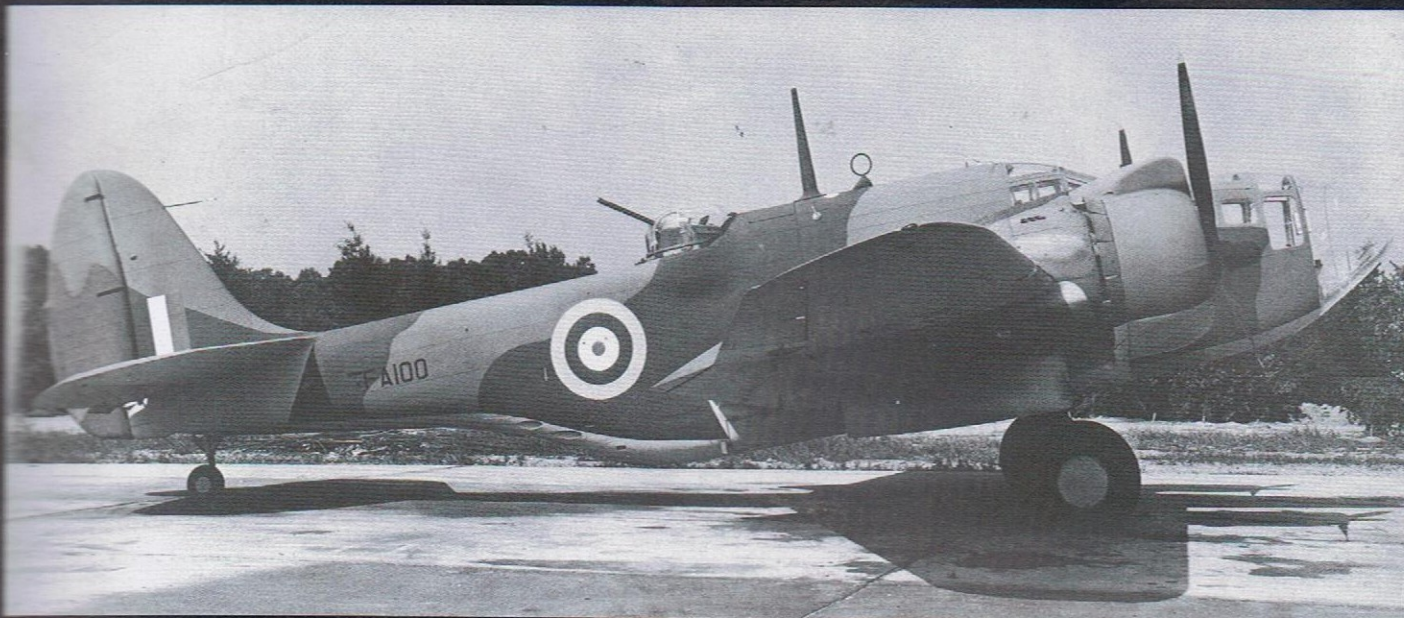
Baltimore Mk. IIIA serial number FA204 is fitted with an auxiliary fuel tank in the belly, for a long-distance ferrying operation. The front and aft ends of this tank are visible. For service in the North African Campaign, these aircraft flew from the factory to Brazil, then across the South Atlantic to Dakar, and thence to Egypt. The offset design of the pitot tube on the port wing is visible, contrasted against the nacelle. (Stan Piet collection)



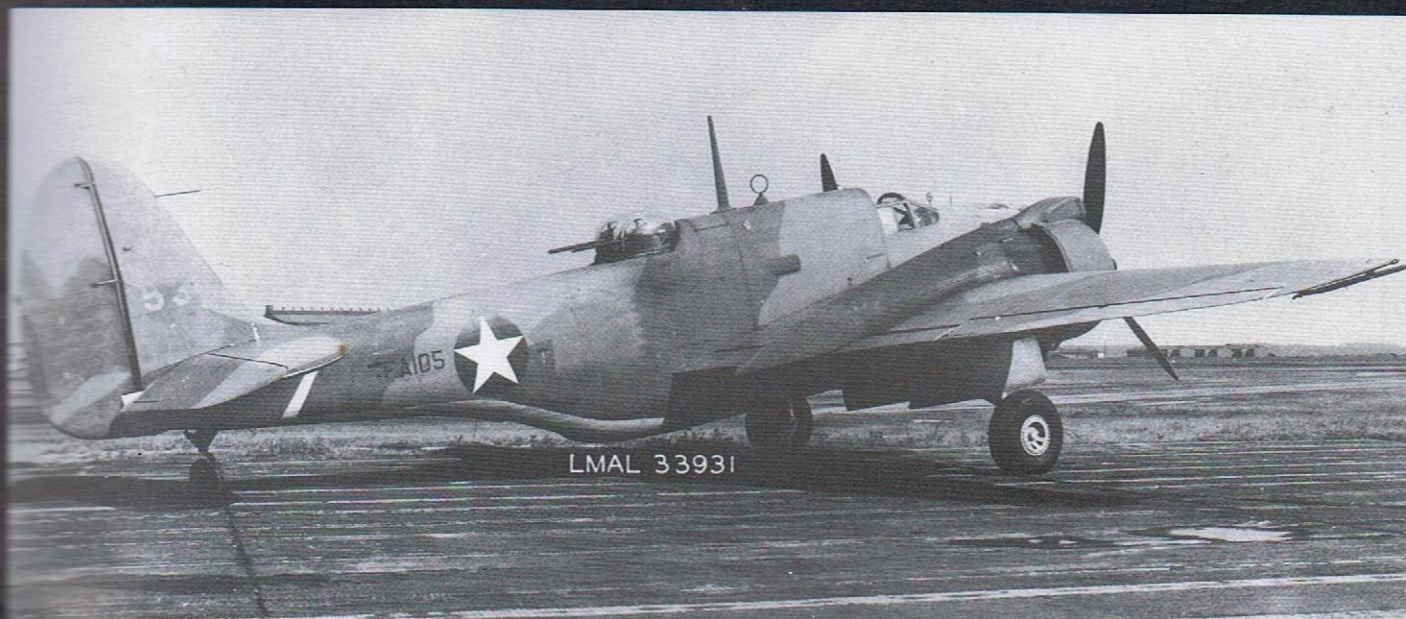
Martin Baltimore Mk. IV serial number FA465 was one of 294 of that model produced. Serial numbers for the Mk. IV ranged from FA381 to FA674. This bomber also bore USAAF designation A-30A-MA. A key change in the Baltimore Mk. IV from the Mk. IIIA was the substitution of two flexible .50-caliber machine guns in the ventral position for the twin .303-caliber flexible machine guns. (Glenn L. Martin Maryland Aviation Museum)



Martin Baltimores IIIA are under construction at Building C of the Martin Aircraft factory on 11 September 1942. The arrangement of the hinged access panels in the canopy and above the bombardier's compartment is evident. The bombardier also had a hatch at the bottom of the compartment. The gunner and wireless operator entered and exited through a hatch between the fixed rearward-firing machine guns. The outer wing panels, rudders, and elevators have already been painted in RAF camouflage. (Glenn L. Martin Maryland Aviation Museum)



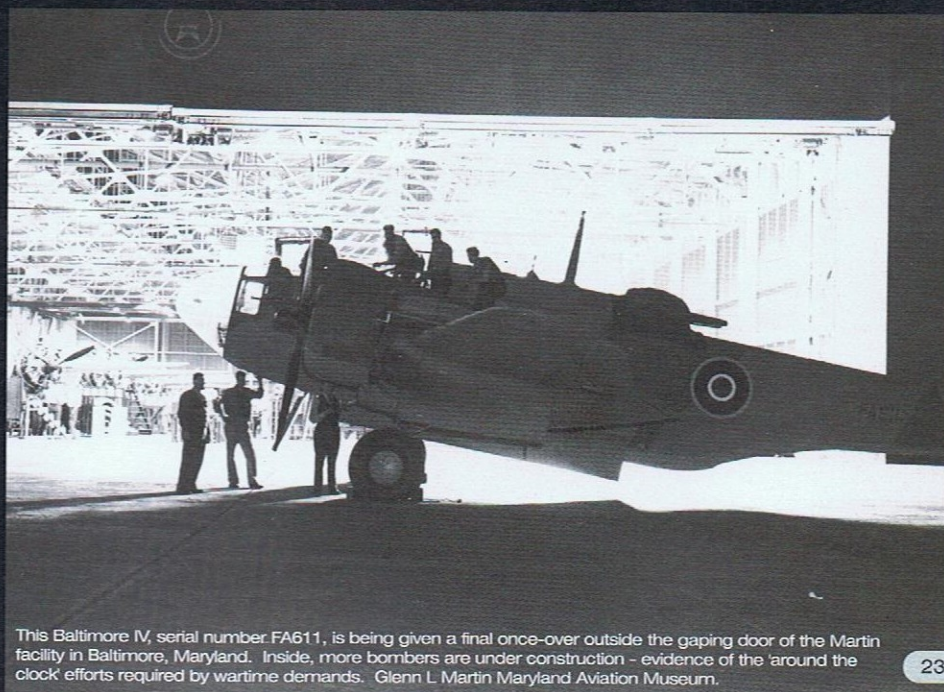
RAF serial number FA100 was a Baltimore Mk. IIIA. Visible on the belly of the fuselage aft of the bomb bay are two firing ports for rearward-pointing fixed Browning 7.7mm machine guns. Two more rearward-firing Brownings were on the opposite side of the fuselage, making for four such guns, and this was a feature of all marks of the Baltimore. On the turtle deck aft of the cockpit is a radio direction-finding (RDF) antenna and an antenna mast. (Glenn L Martin Maryland Aviation Museum)



The sixth Baltimore Mk. IIIA manufactured bears RAF serial number FA105 along with USAAF insignia. Just forward of the star insignia on the side of the fuselage is a large area that has been hastily painted over, probably to cover an earlier marking. Faintly visible on the vertical tail fin is the number 53. An unusual probe is present on the starboard wingtip. (National Museum of the US Air Force)

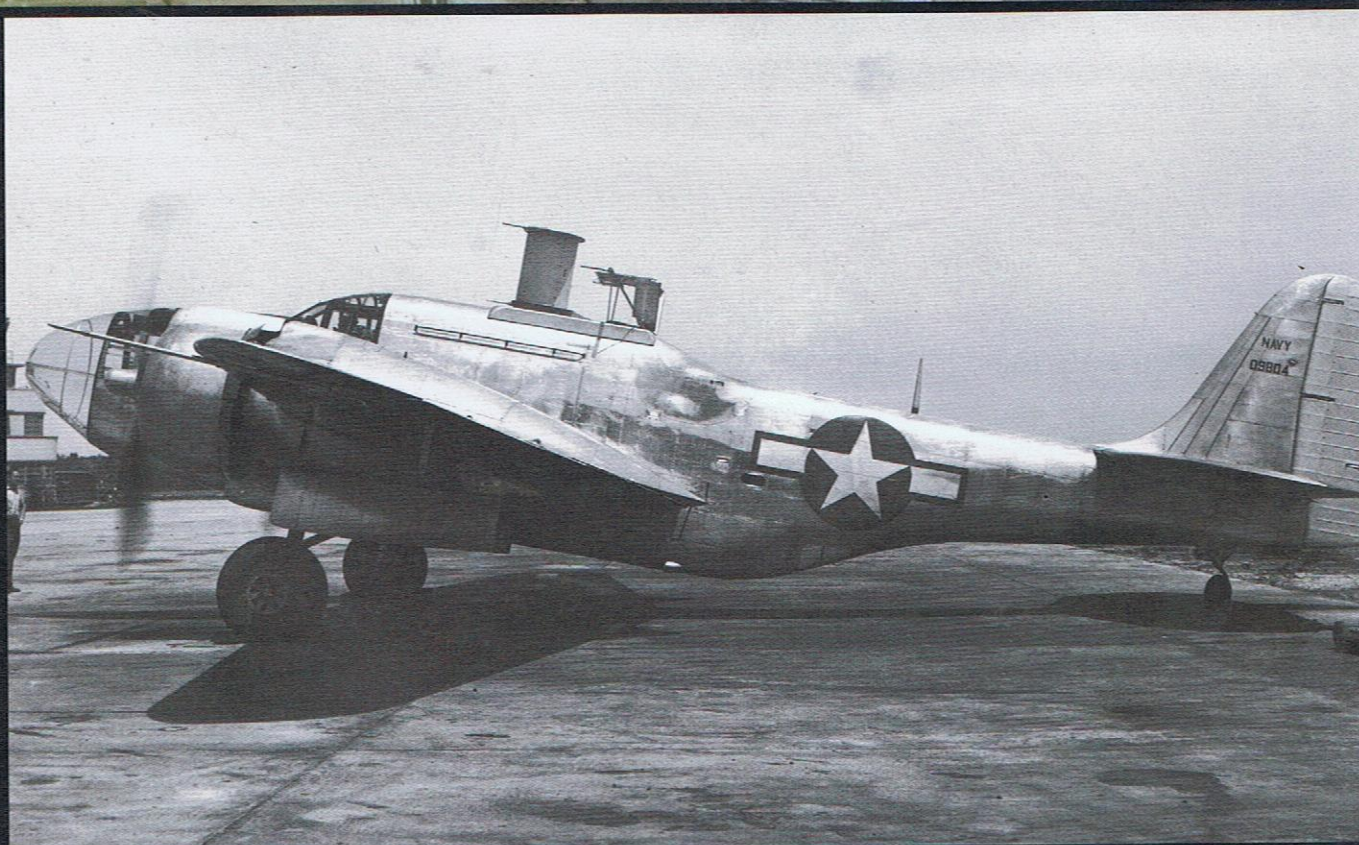
successive orders for a further 294 Baltimore IV aircraft and an additional 600 Baltimore V.

The British used the aircraft in Operational Training Units, as well as in combat in North Africa and the Mediterranean Theater. In North Africa ill-advised attempts were made at using the Baltimore as an unescorted low-level attack bomber, where it suffered severe losses. When used as an escorted medium level bomber, however, it performed admirably, with a low loss rate. After Italy signed an armistice with the Allies in September 1943, Baltimores were used to equip an Italian manned squadron, the 28th Bomber Wing. In addition to the RAF, the Baltimore was used by the RAAF, RCAF, the South African Air Force, the Free French Air Force, Royal Hellenic Air Force, Italian Co-Belligerent Air Force, and the Turkish Air Force.



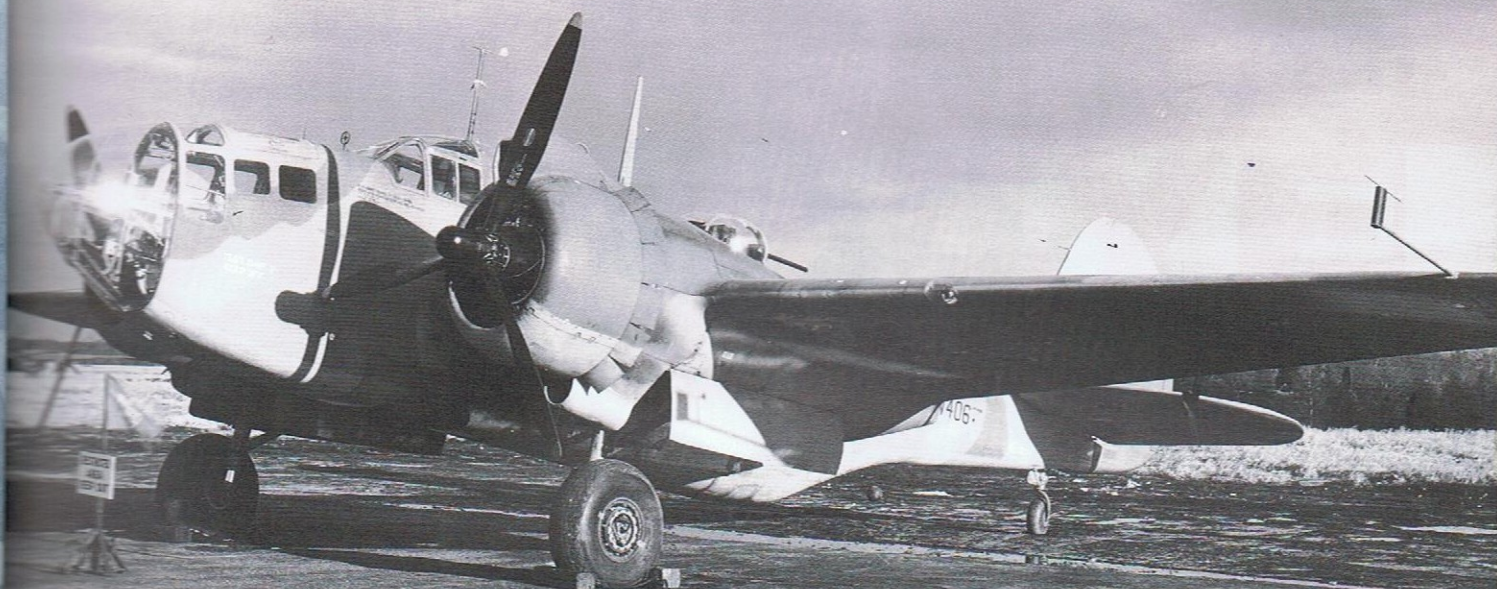


A Baltimore Mk. V with a faintly visible RAF serial number that appears to be FW605 flies high above farmlands in this original color photograph. The pilot is peering up at the photographer's aircraft, while the bombardier is not visible in his bucket seat in the nose. The bombardier's clear nose was fabricated from several sections of Plexiglas, joined together to form the dome-shaped assembly. (Stan Piet collection)



The U.S. Navy acquired this Baltimore, bureau number 09804, from the RAF, and in the spring of 1946 used it to test different airfoils, one of which is seen here fastened vertically to the turtle deck aft of the cockpit. The navy employed the plane in high-speed dives to test instruments and control surfaces in the campaign to break the sound barrier. (Glenn L. Martin Maryland Aviation Museum)

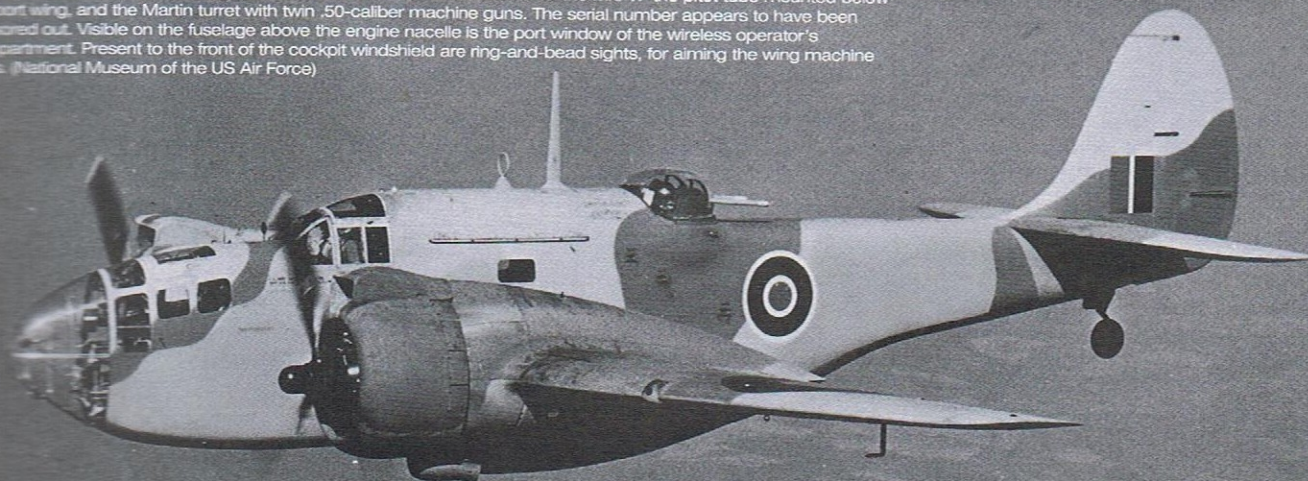
This Baltimore Mk. V, serial number FW406, still bears its original USAAF nomenclature stencil below the windshield, signifying that it was an A-30A-15-MA, serial number 43-8563. Note the two unusual probes on the end of each wing. A close inspection of the photo discloses a pitot tube below the port wing. In 1944 this plane was transferred to Turkey; in all, that nation received 71 Baltimores. Below the side windows of the bombardier's compartment, "TEST SHIP 706 / KEEP OFF" is painted in white. Stenciled on the lower frame of the bombardier's upper escape panel is "ESCAPE PANEL RELEASE." (Glenn L. Martin Maryland Aviation Museum)



Marsh Baltimore Mk. V, RAF serial number FW783, is shown fitted with a long-range ferrying tank on the belly. The outlines of the internal ribbing were highly visible on the front and rear fairings of these ferrying tanks. Immediately aft of the serial number is an opening for inserting a lifting device; stenciled above the hole is "LIFT HERE." (Glenn L. Martin Maryland Aviation Museum)



This Baltimore, reportedly photographed in 1943, exhibits characteristics of the Mk. V: the pitot tube mounted below the port wing, and the Martin turret with twin .50-caliber machine guns. The serial number appears to have been censored out. Visible on the fuselage above the engine nacelle is the port window of the wireless operator's compartment. Present to the front of the cockpit windshield are ring-and-bead sights, for aiming the wing machine guns. (National Museum of the US Air Force)





History

It is a US built, twin-engine training aircraft. T-28 is the only training jet aircraft of the Hellenic Air Force and is used for the final stage of young pilots' training. T-28s operate from Kalamata Air Force Base (120 Air Training Wing) and belong to 362 squadron "Nestor" and 363 squadron "Danaos". The specific airplane has trained many generations of Greek pilots but despite its reliability it is expected to be replaced shortly by a new training jet. It wears a three-colour, brown, green and white camouflage. (source: www.HAF.gr)

So, let the fun begin.....



TWOBOB'S

1:48 T-2E BUCKEYE

HELLENIC AIR FORCE
MODELLED & DESCRIBED BY
PERIKLIS SALESIOTIS



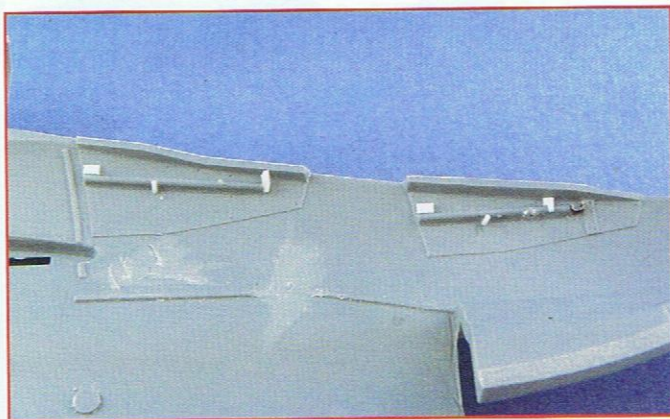
Cockpit

As usual the work began with the cockpit area. Twobobs has done an excellent job with the cockpit providing raised detailed instrument panels and side consoles and two good seats. Apart from the bottom of the cockpit all the rest come in crisp detailed resin, only minor cleaning from the blocks required.

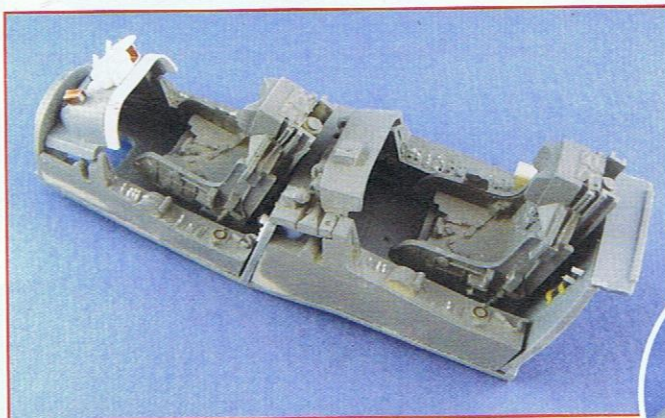
As always there is plenty of room for the modeller to add a bit more detail, especially on the side walls of the cockpit which are a bit blank!

The seats provided in the kit have loads detail and provide the seat belts moulded with only the ejection handle as a separate item. They were painted grey with the cushions in an array of green, followed by heavy weathering in the form of washes and dry brushing.

▼ Detail on the side walls was added using pieces of plastic



▼ Overall view of the ready to be painted cockpit

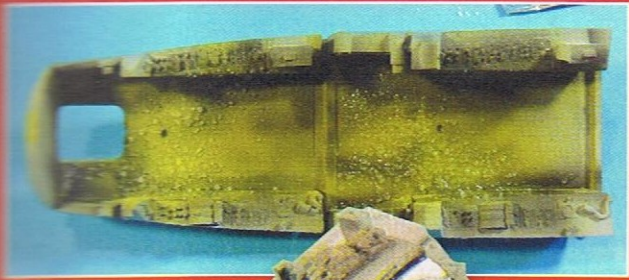
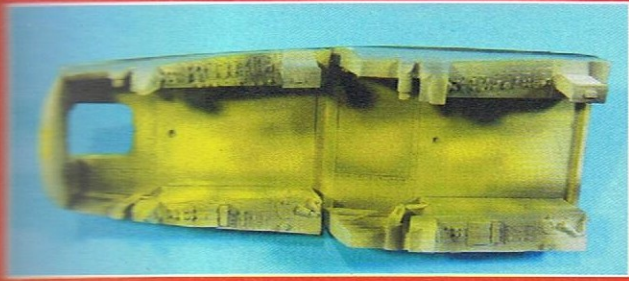


Detail was added on the side walls of the cockpit again with plastic sheet, plastic rod and lead wire. After painting with Life Color UA027 mixed with a bit of white paint the walls receive wash of black oil paint followed by dry-brushed lighter greys. The details were picked up with a fine brush and black paint. For the cockpit tub I used the well known technique of salt. Initially the cockpit floor was painted Tamiya green-yellow and when dried covered with salt. Then dark grey was applied followed by salt and finally the application of Life Color UA027.

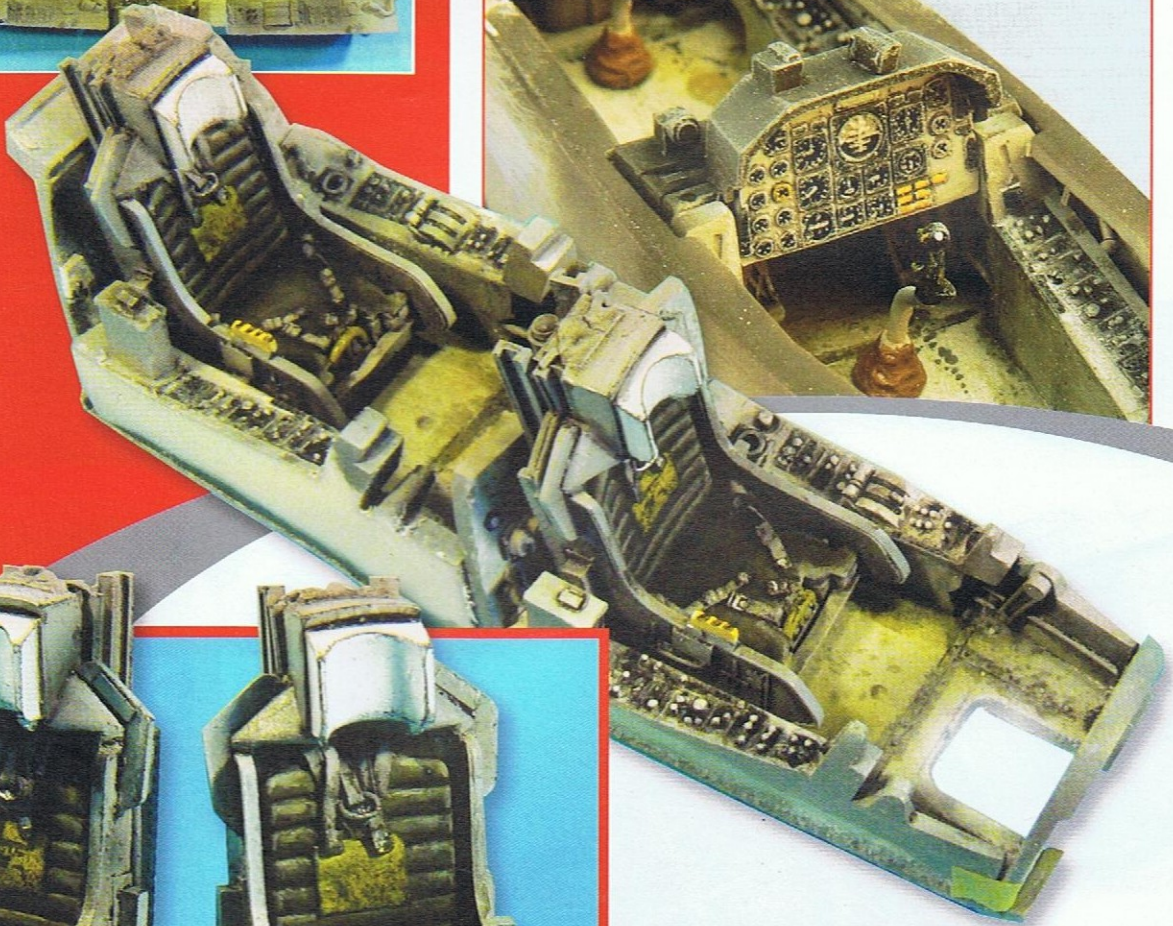
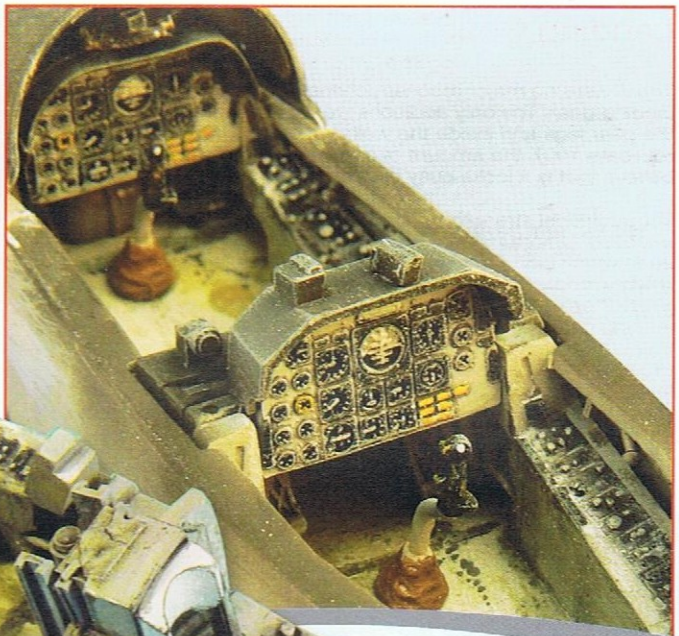
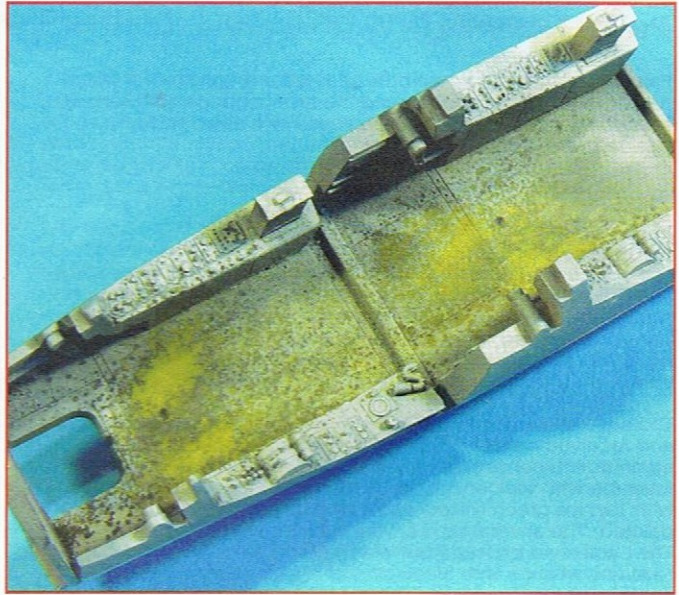
After letting it dry the salt was removed with a firm brush. The instrument panels were painted grey followed by black wash and dry-brushing. The instruments received a dot of gloss varnish to represent the glass and a couple of levers were added with plastic sheet.

▼ Finally some additional buttons were added on the side consoles using stretched sprue.





▲ Various stages of painting and weathering the cockpit floor.



Panel Opening

From the moment I bought the kit I had a rough idea of which panels I was going to open and the amount of detail I wanted to add. My first thoughts were to open two electronics bays beside the cockpit area.

Electronics Bays

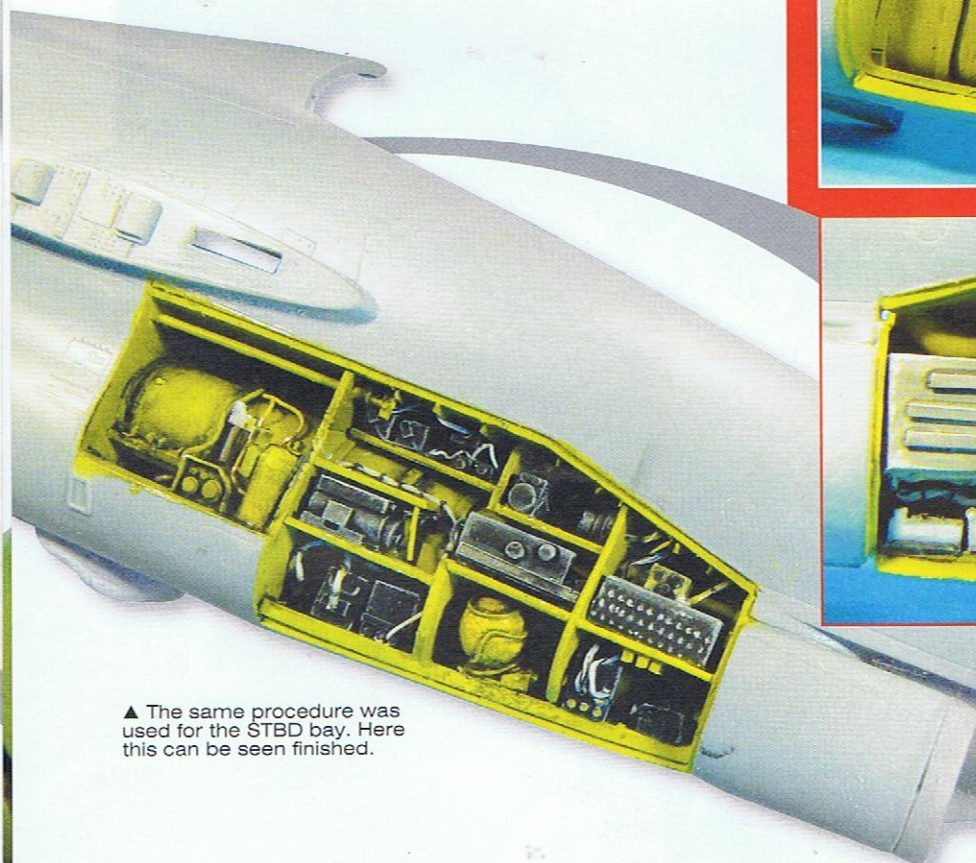
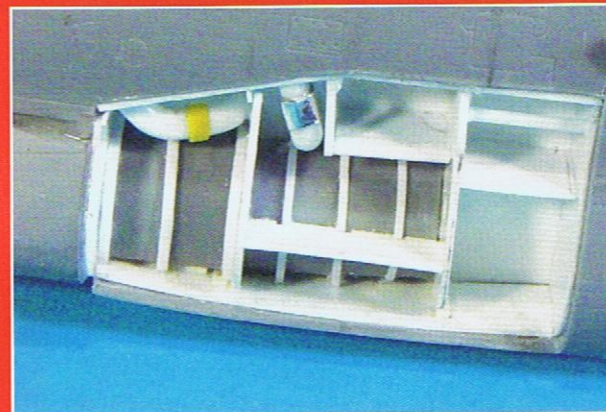
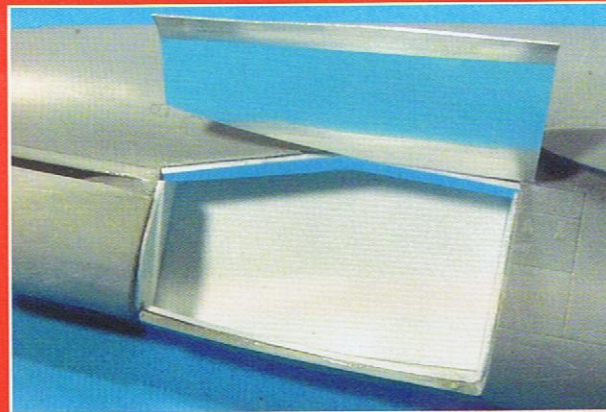
The corresponding panels were cut off using a drill and a blade and then the sides were sanded using a variety of files. Using plastic sheet cut in lengths the panel of the units were built. Detail was added using lead and copper wire in different thickness to represent the cables and smaller pipes that exist there.

The several electronic boxes were made out of pieces of plastic and received detail with stretched sprue and plastic. Once again during construction everything was dry fitted in the fuselage with the cockpit tub in place. The bays were painted with Tamiya green mixed with flat yellow after the aircraft was painted. The several boxes were painted with greys and black. The cables were picked out with black acrylic. The whole unit received washes with black oil and dry-brushing with lighter colours.

Landing Gear

There were no major reconstructions or build regarding the landing gear. The only additions were the several pipe lines on the gear legs and inside the wells. Of course it is not easy to replicate 100% the amount of cabling within the wells but I believe that it is it looks busy enough.

For additional strength I added a length of paper clip wire to each leg. Unfortunately to me the instructions are not very clear as to which side the several items go on the leg, so I placed them wrongly the first time around, I had to break them and re place them, so pay attention and get reference photos!! All the landing gear parts received a couple of coats of White Skull can paint. After they dried a wash of black and brown oil paint brought out all the detail. As a measure of caution I added a length of paper clip in the main landing gear parts because the model was getting a bit heavy and I didn't want them to collapse.



▲ The same procedure was used for the STBD bay. Here this can be seen finished.

Painting, Decalling and Weathering

After all the major assemblies were glued together the aircraft was ready for painting. A lot of filler was used at the joint of the wings and fuselage as well as the joint of the bottom of the plane with the sides. After all these boring jobs the model received two light coats of Halford's Grey primer and set aside to dry for a whole day.

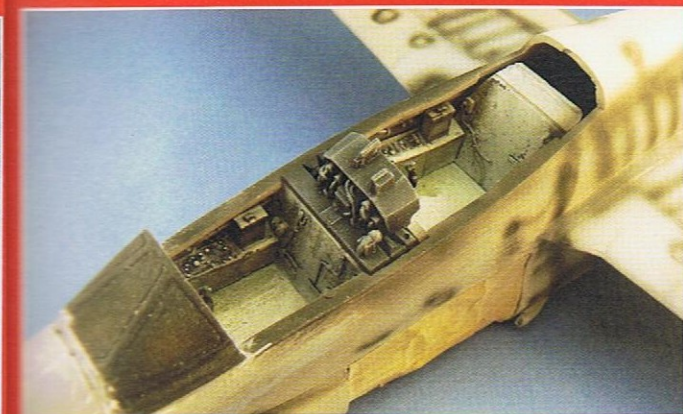
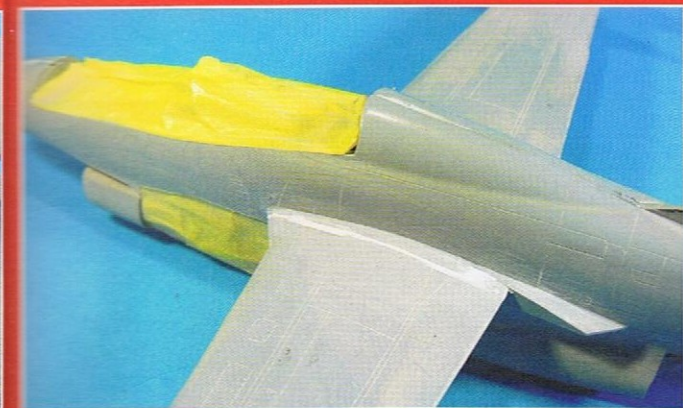
Life Color LC02 Matt Black was airbrushed on the panel lines for the pre-shading. Some darker areas received a bit more colour than others. The model was left aside again for a day to dry completely. The camouflage was going to be the well known Vietnam camouflage and I used Gunze paints.

H303	- FS34102	- Forest Green
H309	- FS34079	- Leaf Green
H310	- FS30219	- Tan
H311	- FS36622	- Light Grey

Next day more white was added to the mixture and the centre of several panels was painted as a result of colour fading from the sun and the weather.

Again the model was left to dry overnight and the next day two coats of Johnson's Klear were airbrushed on in preparation for the weathering and decals. The model received a wash of black and brown oil paint mixed together. The decals came from the model and I have to say that they are so fragile and once on please don't mask or put any tape on them.....they will be gone!!!

▼ The top surface Vietnam cammo was sprayed free handed with lighter shades sprayed in the middle of the panels



▼ Once the paint was dry the model recieved a couple of coats of Johnson's Klear in preparation for the decals from TwoBobs range, I found these to be too fragile.



▼ Oil colours were used to enhance the panel lines.



After they dried another coat of Klear help remove any silvering followed by two coats of Winsor & Newton Matt Varnish. This is a must product for every modeller, easy to apply with a brush, dries fast and it dries really mat!!!! After a day in a covered box to dry black oil paint was used to reproduce the oil stains on the top and bottom of the aircraft.

In the mean time the canopies were painted and detailed using plastic card, after they were dipped in Klear and let to dry for two days.

After the model was completely dry all the sub-assemblies were glued together and the some minor correction took place. A small base representing part of an airfield with a mirror glued on was created so the underneath detail could be seen. It was painted several shades of grey and yellow and white lines were painted on.

▼ The model is now finished.



Final Thoughts

It was not a smooth ride due to the fact that the model is a limited run and comes with a lot of gaps that need a large amount of filler. Definitely not a model for a beginner!!!!



DANIEL ZAMARBIDE

BELL P-39 AIRACOBRA

'SKY SNAKE'

1:32



You could say that the A-10 Thunderbolt II would be the modern equivalent of the P-39, not because of their ability to attack tanks or ground targets but in its beginning. The designers of the Bell headed by Robert Wood were fascinated with the demonstration of the capabilities of a new 37mm cannon designed by the American Armament Corporation. Wanting to develop this weapon in a fighter began to translate into the first sketches. Due to the design of the cannon and weight, the engine would need to be mounted centrally firing through the propeller hub. The pilot then would be seated in the middle of these two very important parts of the plane which was accessed through two car-like doors. The plane, with these characteristics in their design, developed into very characteristic shapes.

A tricycle landing gear was deemed to be preferable to the shape of the design, normal today but then was very rare to see. (although aircraft like the P-38 Lightning had it). The aircraft powered by a 12-cylinder Allison could climb to 6500 meters in 5 minutes and with speeds up to 650 kph at that altitude.

These benefits attracted the British who immediately asked for more than 600 aircraft albeit with changes in the weapons. The tests were a disaster, as the British discovered the poor performance of the plane against the German Messerschmitt Bf-109 and Focke-Wulf 190 and the order cancelled, before the cancellation 80 aircraft were delivered which became part of 601 Sqn.

Bell's surplus planes were split, its output of about 250 aircraft for the Soviet Union (.... where it performed well on the Eastern front, the Soviets had several aces with the aircraft) or in the Pacific theater with the USAAF (... named P-400). In the Pacific the P-40 pilots said that the P-400 was a P-40 "with zero hit back", but the reality is that the Zero was superior to both P-400 and the P-40. These two aircraft carried the weight of the combat in the Asian theater operations until the arrival of better planes like the P-51 Mustang and P-47 Thunderbolt.

The total production amounted to 9558 aircraft of the P-39/400 which gives us an idea of the importance of this plane in the conflict.



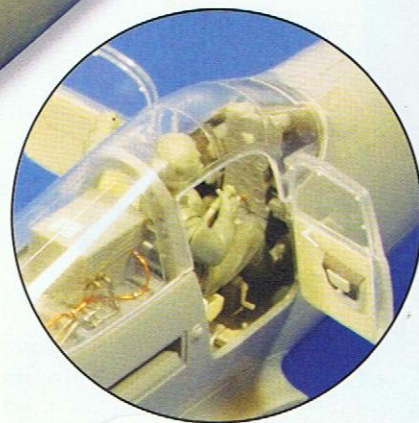
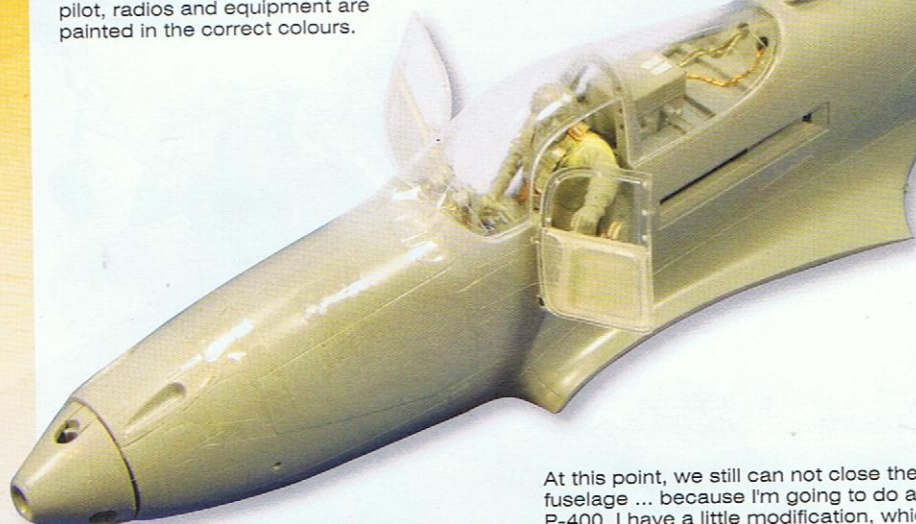
As I always do before starting any model, I study the plane and see everything offered in terms of schemes, units and types. Since I always liked seeing the planes with large shark jaws on their noses, there are many examples of the P-39 with this kind of decoration. After much study I found one I liked, it had shark jaws and wore camouflage with RAF Dark Earth / Dark Green in addition to the USAAF markings. With the colour scheme and clear ideas about it, I set to work.

The model by MPM is excellent as a basis. The model is simple, with few details to correct that only require a small improvement. As always, I begin with the layout for the cabin or cockpit. I always find and keep reference to hand of cockpits, it's the variety small details that brings the model to life.

The truth is that they are very detailed parts but also made with relative ease.

I always like to bring in a human component, with a pilot. Given the design features of the P-40 I found it very interesting to fit one, since there are only a few planes where you can place the pilot in the door of his plane (... the other option would be a Hawker Typhoon Mk.I b which again had the same door system). The figure of the pilot is the one supplied with Hasegawa's P-40. Obviously, the figure comes ready to go within the P-40 and not the P-400 so I had to make some changes and put the arm in the position to open the door. When converting the figure I noticed how poor the seat in the kit is, I scratch built one with harnesses using Verlinden parts and tin foil to fit perfectly on the body of the pilot.

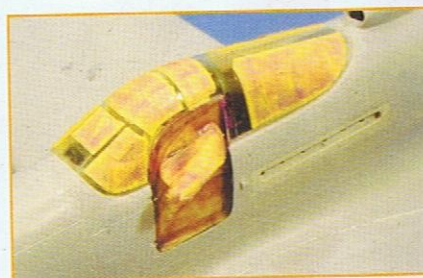
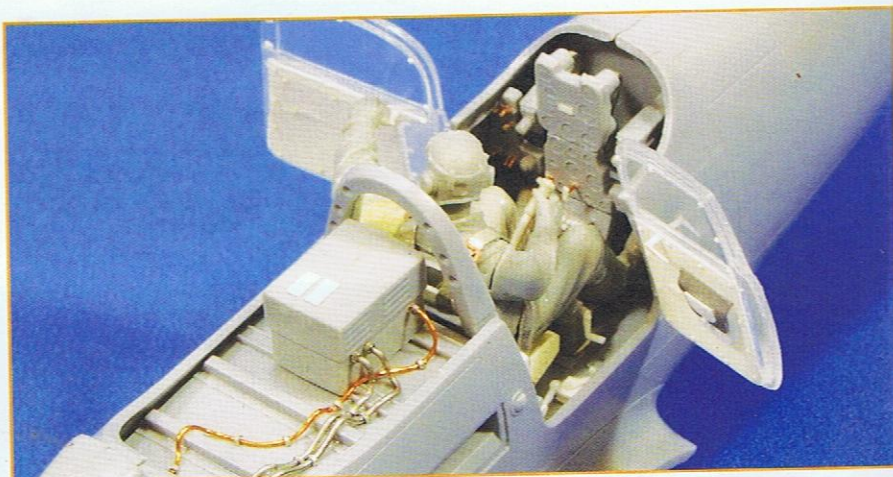
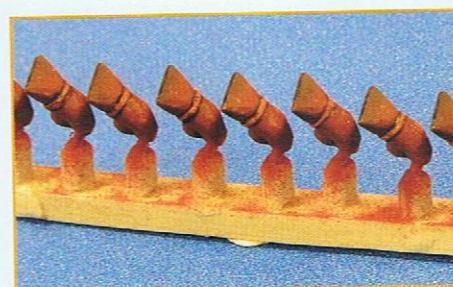
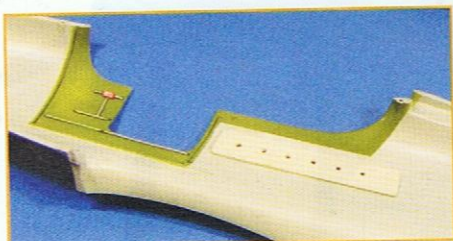
As mentioned before, several parts of the cockpit are improved with small pieces of Evergreen, such as switches, levers, braces and other, also accompanied by wiring with copper wires. With all this done, I began painting the cabin olive green Tamiya XF-58. To give more volume to the pieces in relief, I apply the base paint mixed with a little white as a highlight, and then the recesses or indentations were applied as a black shadow. The pilot, radios and equipment are painted in the correct colours.



At this point, we still can not close the fuselage ... because I'm going to do a P-400, I have a little modification, which are the exhaust pipes. The MPM model I have is that of a P-39 D model that has another kind of different pipes. To do this, and after searching the net, I found Master Casters, a British brand which offer the exhaust pipes for the P-39 also accompanied by resin wheels. With the parts in my possession, I put the pieces of resin adapters for the exhaust pipes on the inside and mounted the front well of not forgetting that due to the design of the aircraft, the aircraft tail will sit, what is needed is ballast in the nose. When this is all done, I closed the fuselage.

The fit is good except the lower back that required a bit of putty, nothing serious.

The wings, which are the next step, are a bit more complicated, mainly because in addition to completing the wells of the rear landing gear, we need to put in the air inlet of the engine which proves difficult. Like everything in this hobby, have patience! The area that is the most complicated of the model is the wing to the fuselage root, it requires some skill, a lot of putty and sanding. Each wing was fitted individually allowing the adhesive to fully cure overnight.



PAINTING

Before starting this part, I clean down all surfaces of the plane with alcohol to remove grease from your fingers and dirt during the construction process and, with gloves on hands, I begin to spray.

The first layer of paint that I apply is the matte aluminum Tamiya XF-16, the reason I'll explain later. Then I apply the Sky- Tamiya XF-21 on the bottom and then from the top the dark earth mixed from Tamiya as is the dark green.

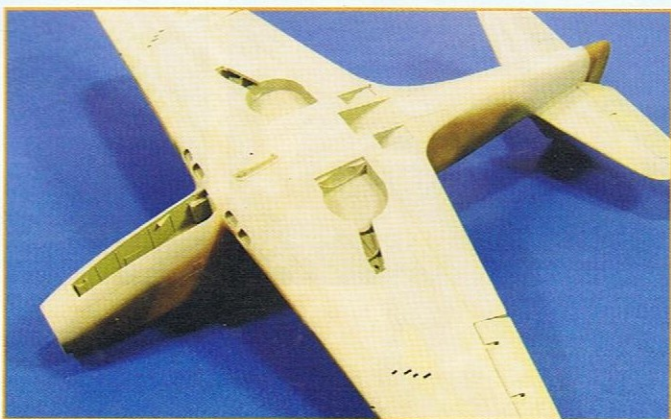
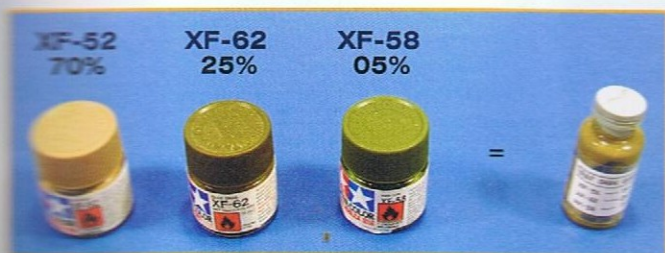
All colours were applied freehand, without masks, as they are more realistic and quicker to apply than masking. Usually whenever the airbrush "spits" a few small droplets of paint overlap over another but I thin the paint more than usual using thin fine strokes producing a fine colour blend.

I added variation to the colours by adding yellow to the brown and white to the green, highlighting and defining the panel shapes.



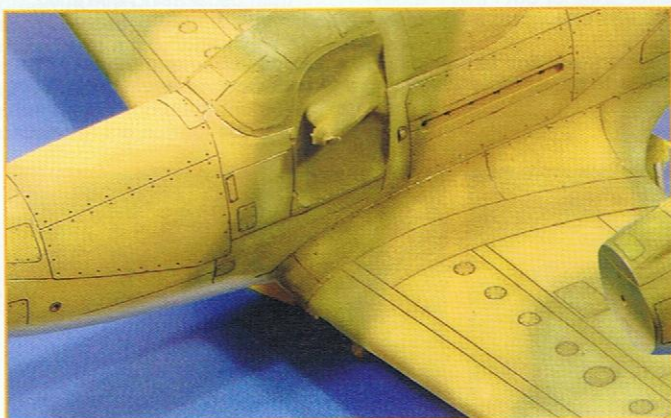
RAF DARK EARTH

RAF DARK GREEN



Panel lines and gaps have been defined with either drawing ink for opening flaps and panels, or an HB pencil for a more subtle effect on smaller gaps, both can be blended with alcohol and a fine brush.

A coat of gloss varnish prepares the model for the next process.



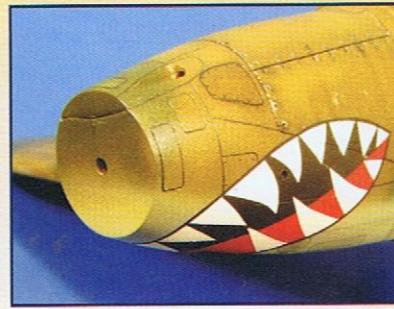
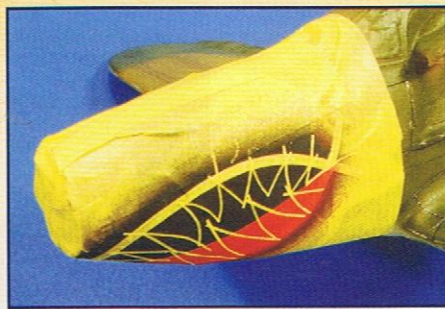
The shark's mouth is masked and airbrushed by first carefully tracing the shape with a sharp pencil using the reference photographs I'd found as a guide.

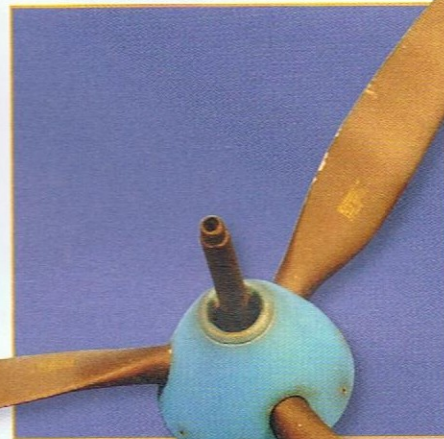
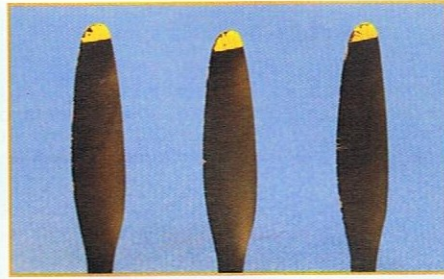
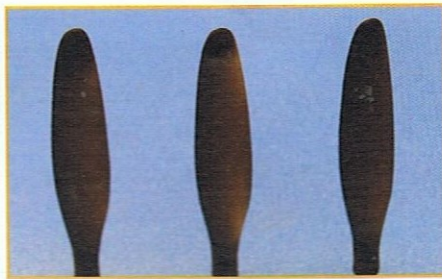
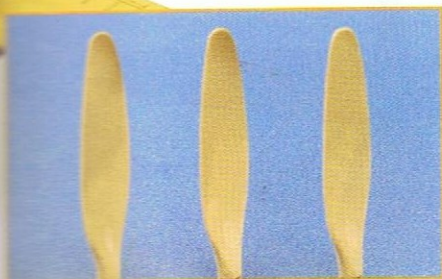
Very careful masking starts with the black, followed by the red and finally the white teeth. The letter 'K' on the fuselage is also painted through a mask. The painted markings are sealed with a further coat of gloss varnish.

The next step is to replicate wear and tear on surfaces achieving a perfect peeling.

Picking at the paint carefully with a blade reveals the first coat of silver I applied achieving realistic damage on edges and parts that would come into contact with the groundcrew and daily use. The decals are applied and given gentle washes of colour to blend them to the surrounding paintwork.

A coat of matt varnish seals everything in place.





The same painting methods are applied to the smaller parts yet to be added such as the propellers and nose housing the cannon. Attention was paid to the edges of the propeller and the yellow tips with suitably damaged paint followed by some weathering washes, sealed again by matt varnish.

The landing gear is very complex on the plane, and painted using the same colours and technique of light and shade that I also used for the cabin. The problem arises when you try to attach them.

This is the other difficult stage of the model, since due to the large number of parts involved, mounting is very tedious, both the rear and the front also suffered with poor fit of parts that require great care.

The fuel tank does not give any problems, the effect of rubbing (pencil) and dirt is replicated as its bottom is relatively close to the ground.

What remains now is the weapons. The MPM kit offerings are good for nothing and so I turned to the aftermarket, the Polish Master brand. This brand has a variety of weaponry in turned metal to perfect quality ... so, I ordered four gun barrels, two .30 and two .50 I was amazed by their quality. Only painting was required and installation along with the antennae and doors, the P-39 was complete.



CONCLUSION

The only 1:32 on the market is produced by MPM, it's a good quality kit ... but all models have problems, because as I always say, the perfect model does not exist and if they did exist, at least for me would be boring because it's good to overcome the challenges and feel proud of yourself.







ZDENEK SEBESTA'S

F9F-2

TRUMPETER'S 1/48TH PANTHER



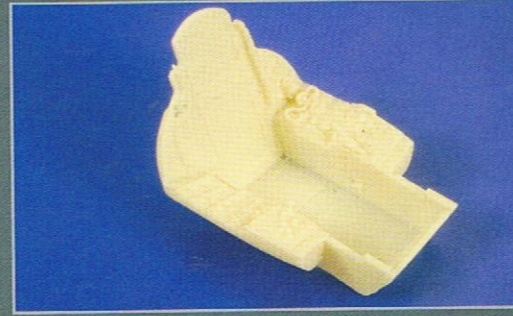
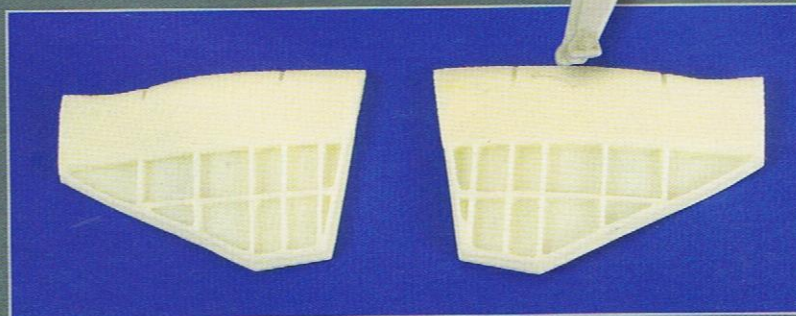
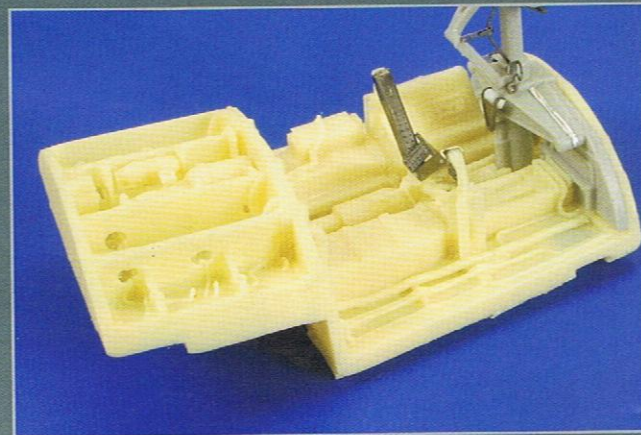
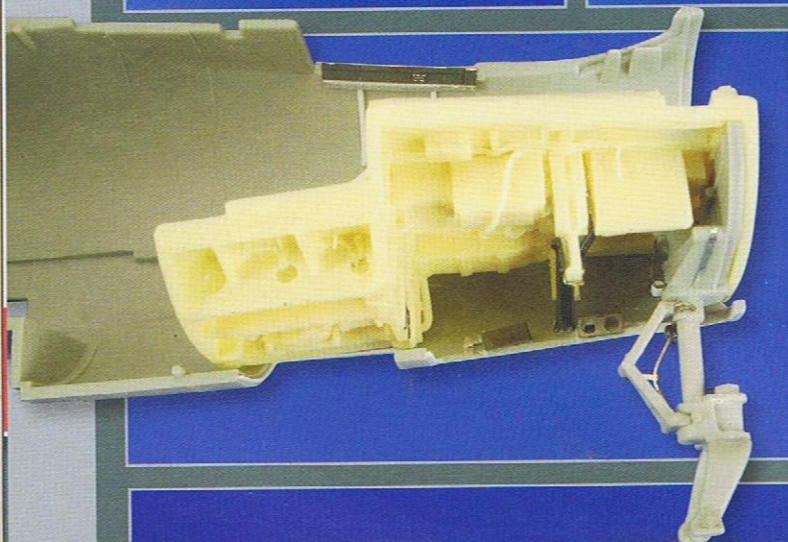
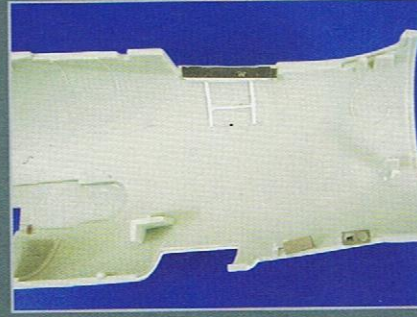
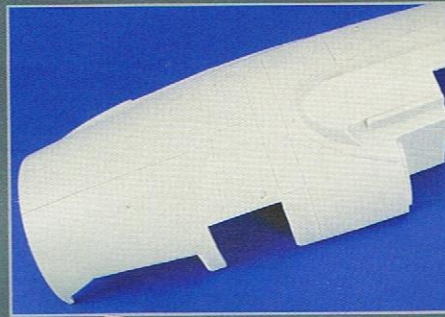
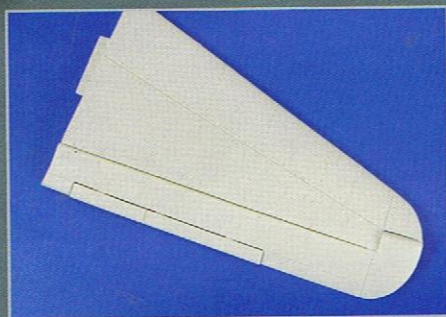


Historical Notes

Grumman F9F Panther was an American carrier fighter aircraft. He served as a fighter-bomber. It was the first jet Grumman aircraft and the second jet, which entered service in the US Navy.

The Panther was the most widely used fighter aircraft aboard U.S. aircraft carriers during the Korean War. In this war Panthers conducted 78,000 operation flights and shot down Yak-9s from North Korean Air Force achieving the first victory of the U.S. Navy in this war.

1382 Panthers were made, the Navy of Argentina was the only foreign user of this type.

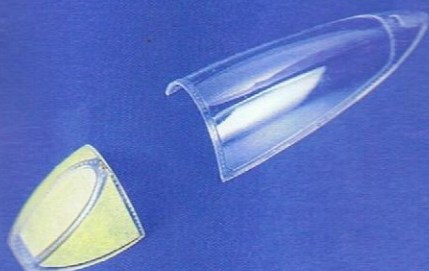
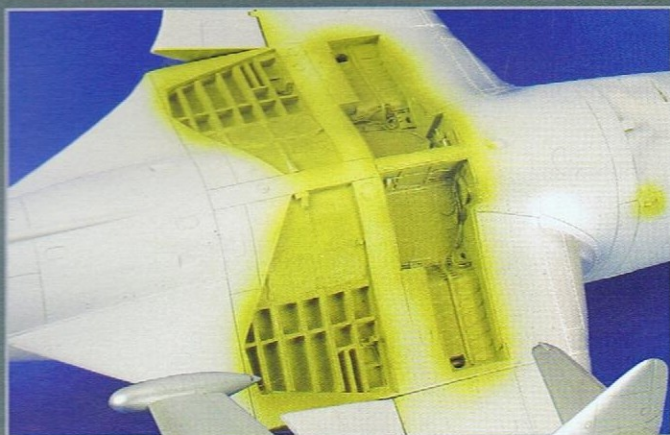
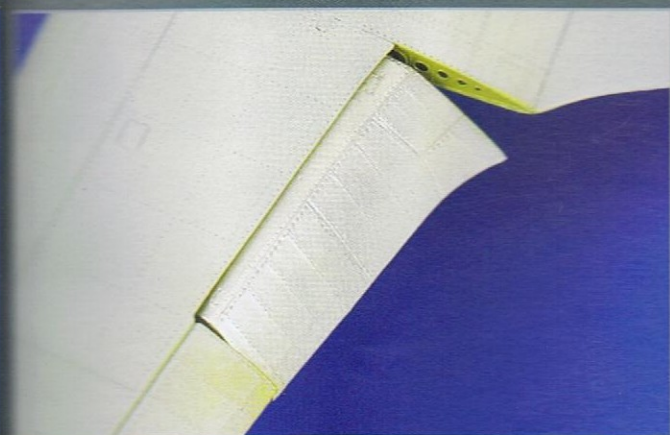
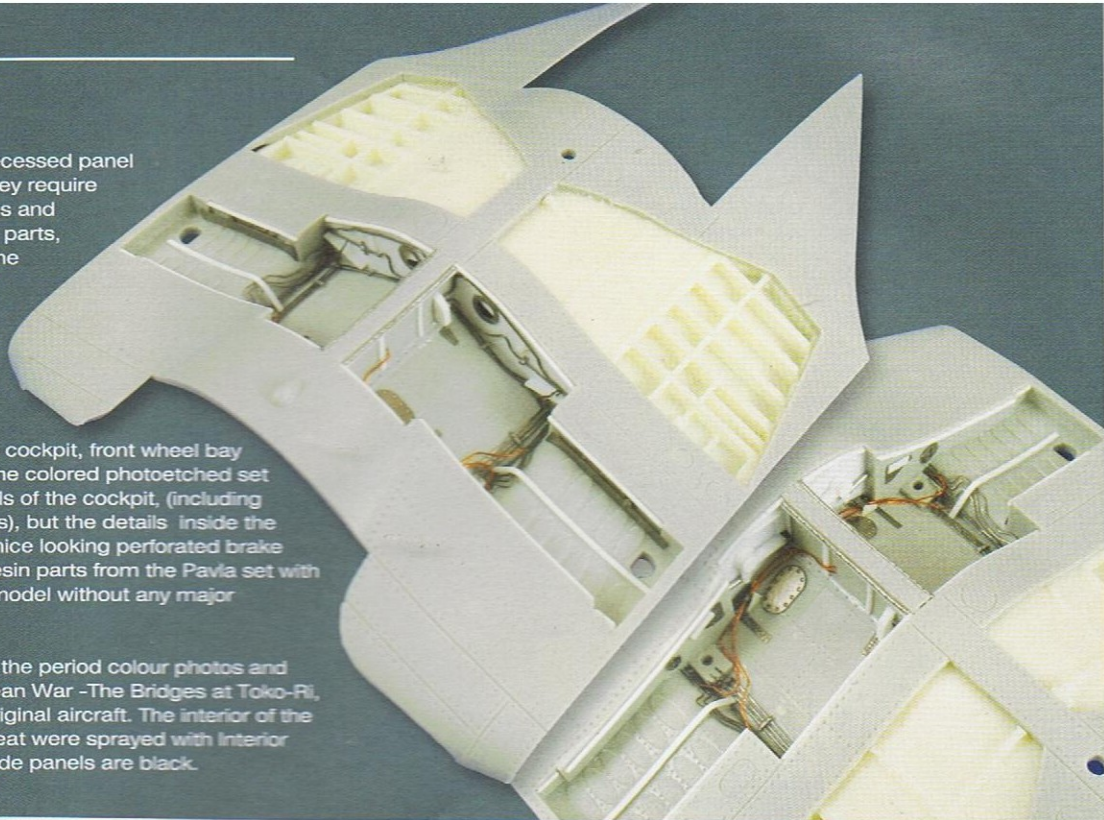


Building the kit:

The surface of kit is covered by fine recessed panel lines, sometimes are so subtle that they require using a scribe. The rivets on the wings and fuselage can be tolerated, but certain parts, like the flaps and the centre plate of the wings are too pronounced and it was necessary to fill them. I provided the new rivet lines by Rosie the Riveter spacing 0.7 mm tool.

I started to build the fuselage after surface treatment. I used the resin accessories from Pavla company, the cockpit, front wheel bay and brake shields. A great help was the colored photoetched set from Eduard containing not only details of the cockpit, (including colour instrument panel and seat belts), but the details inside the wheel bays, surface details and very nice looking perforated brake shields. I have replaced the original resin parts from the Pavla set with them. All accessory parts fit into the model without any major problems.

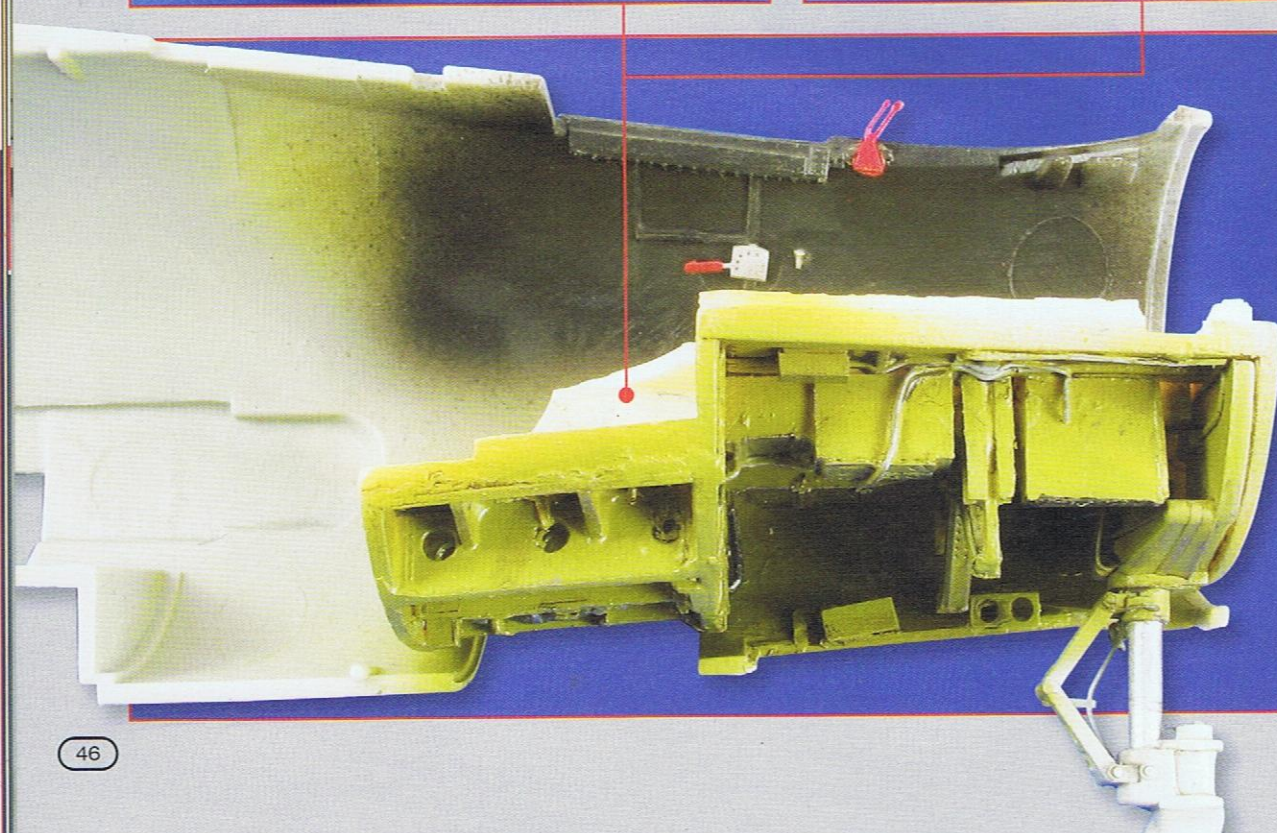
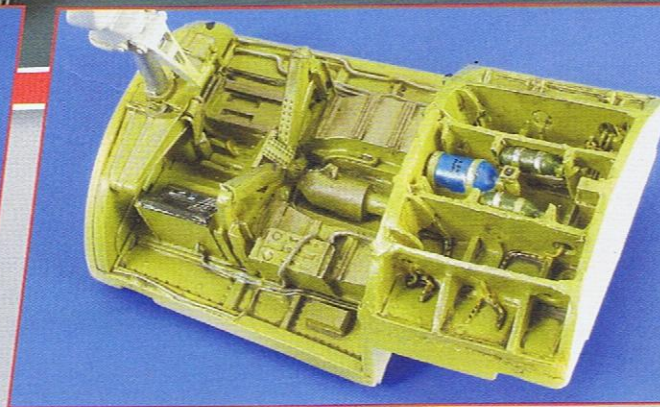
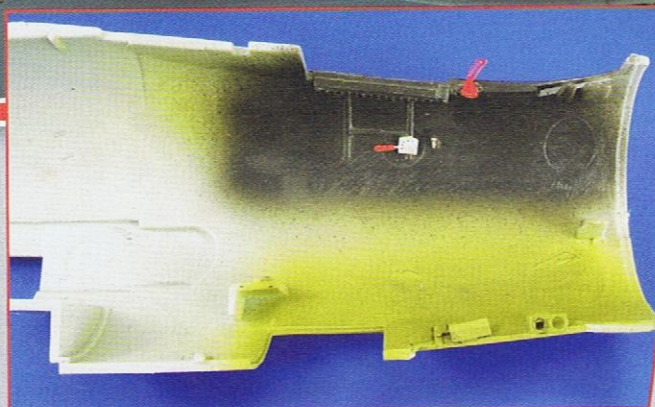
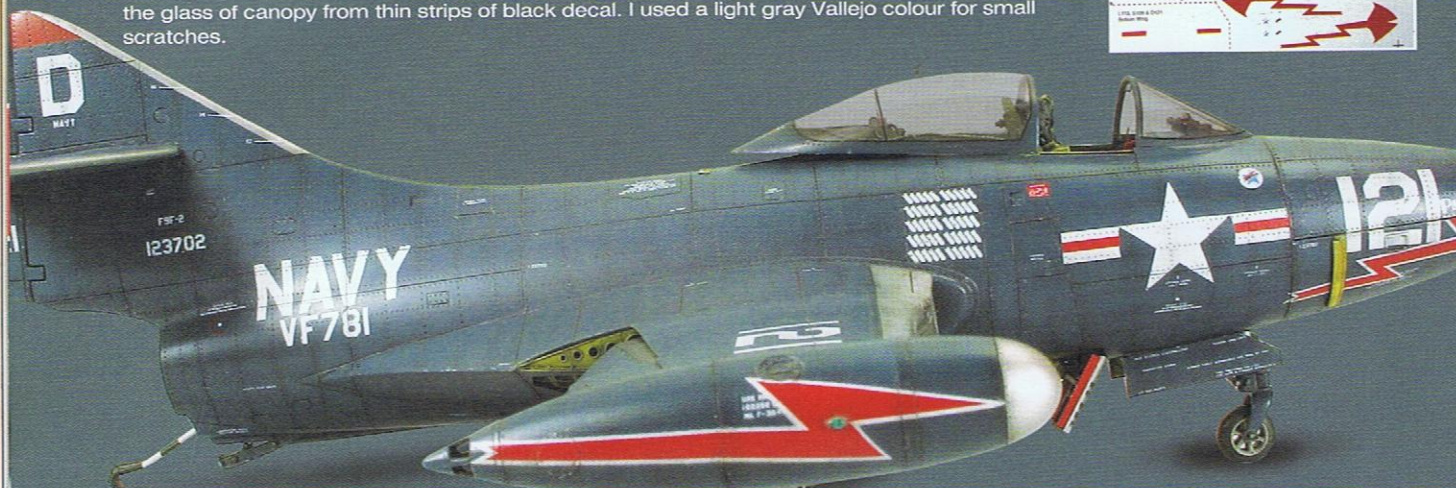
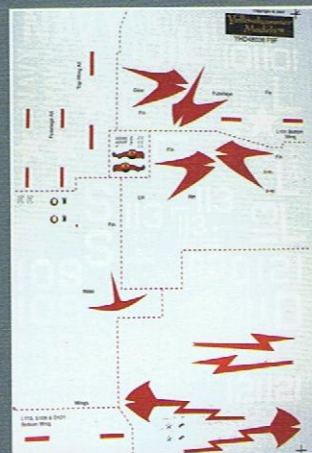
I studied the colours and details from the period colour photos and excellent American film from the Korean War -The Bridges at Toko-Ri, which was filmed in 1955 using the original aircraft. The interior of the cockpit, seat and space behind the seat were sprayed with interior green colour. Instrument panel and side panels are black.

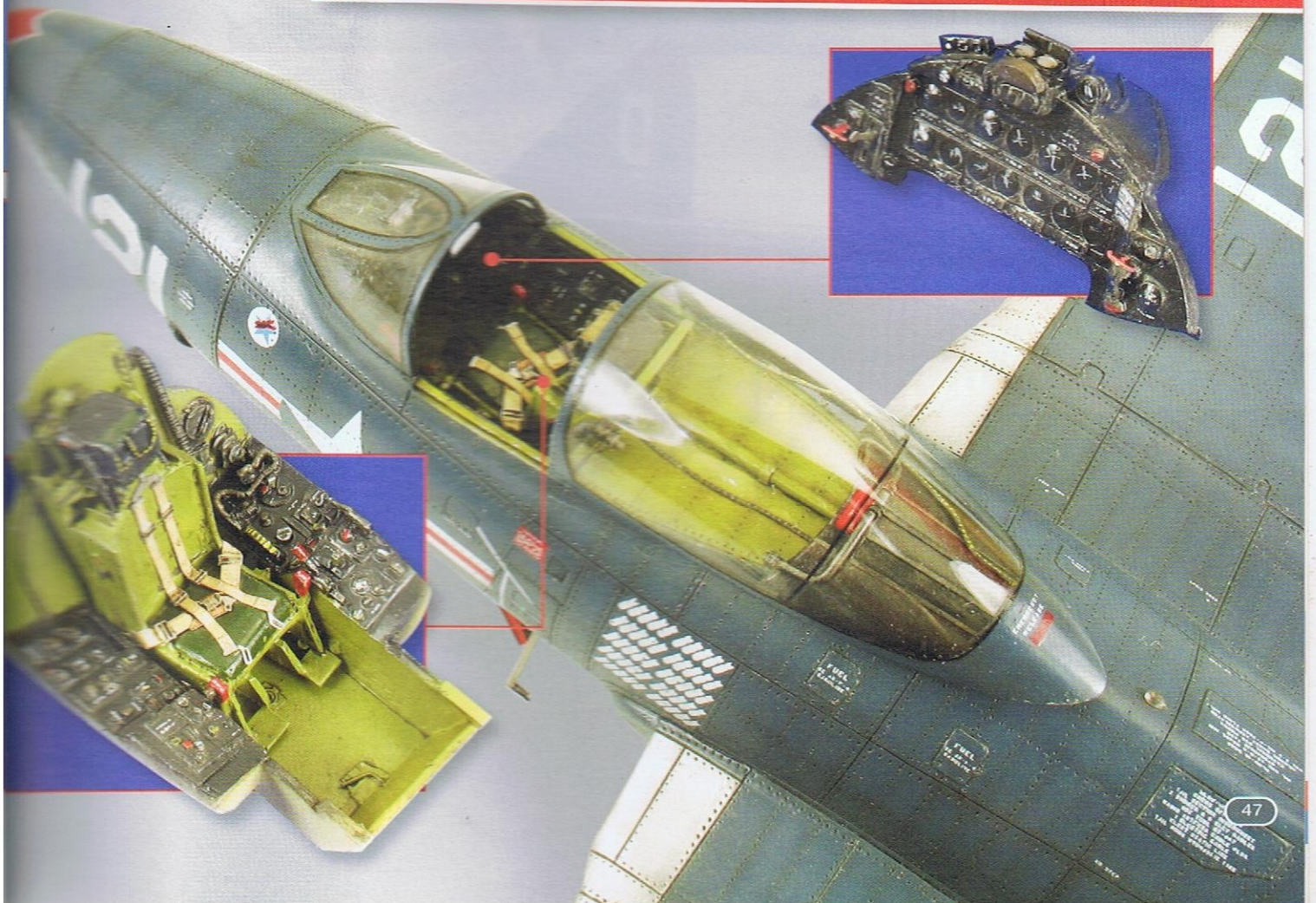
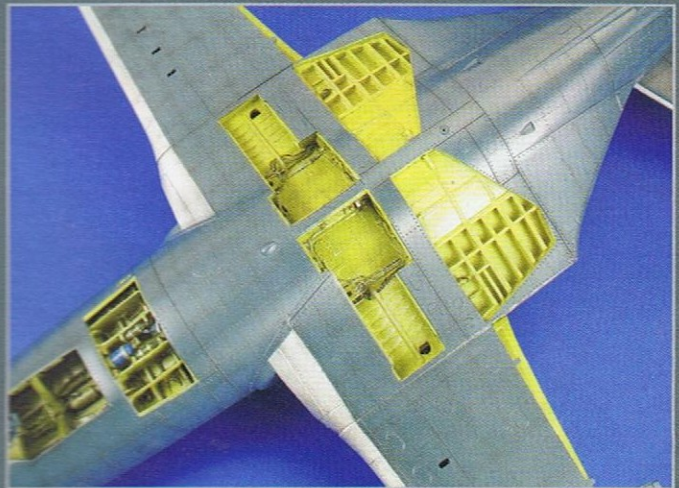
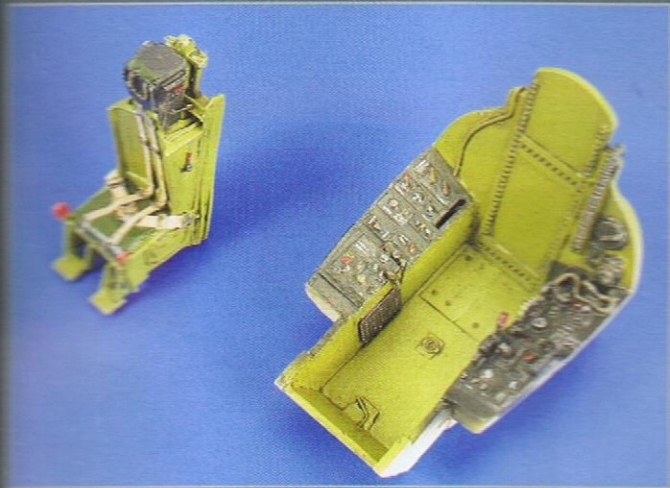
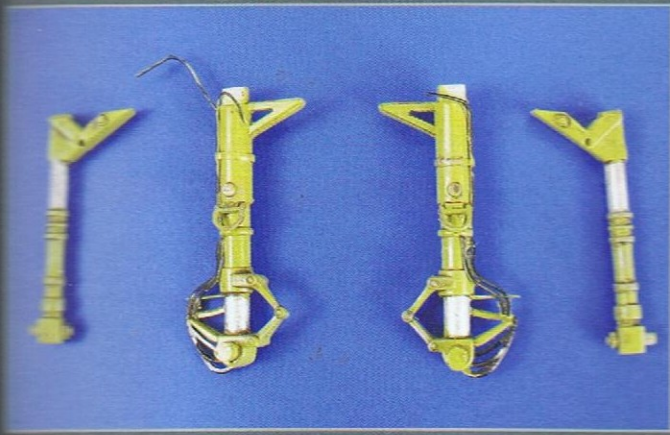


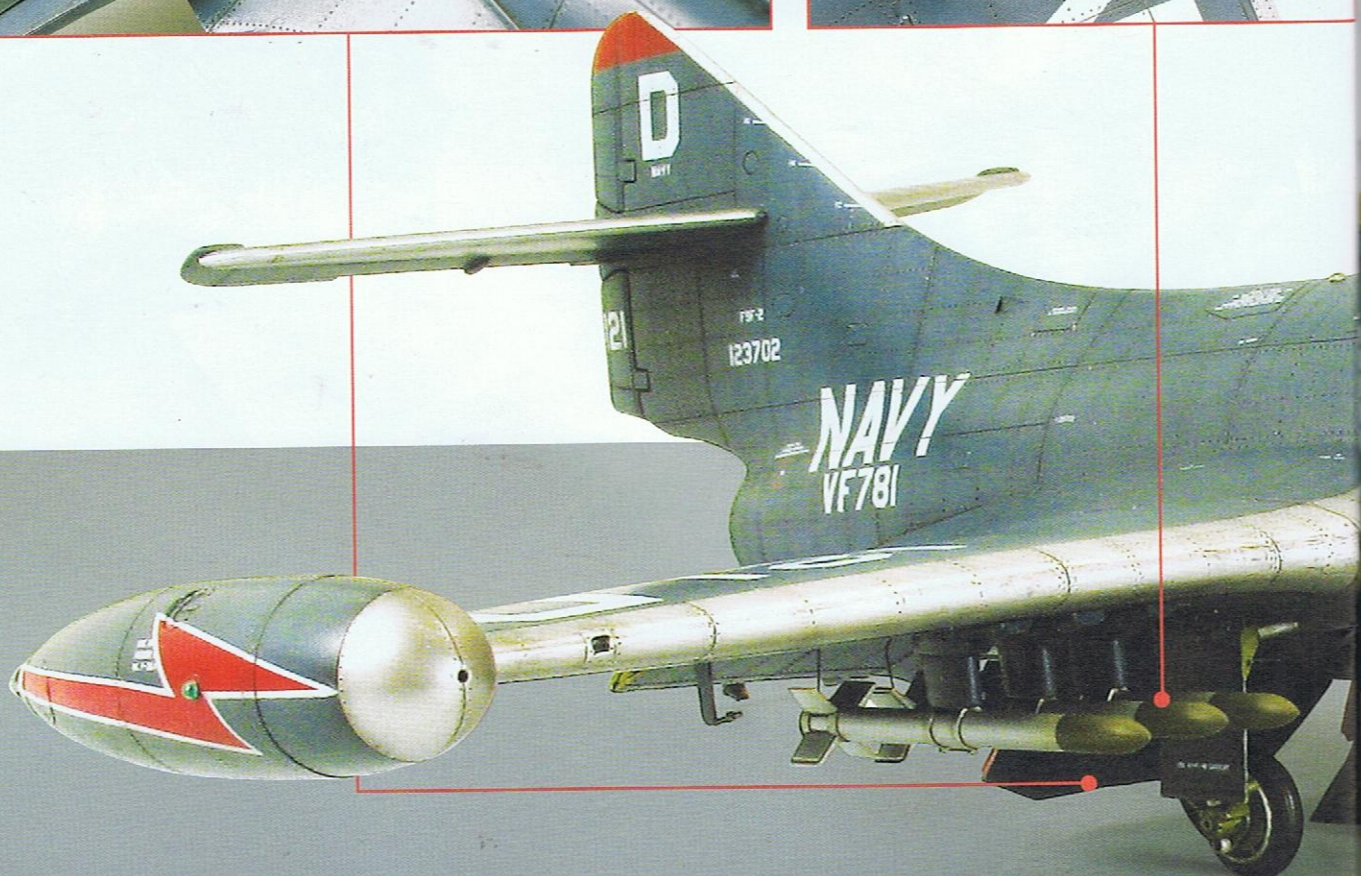
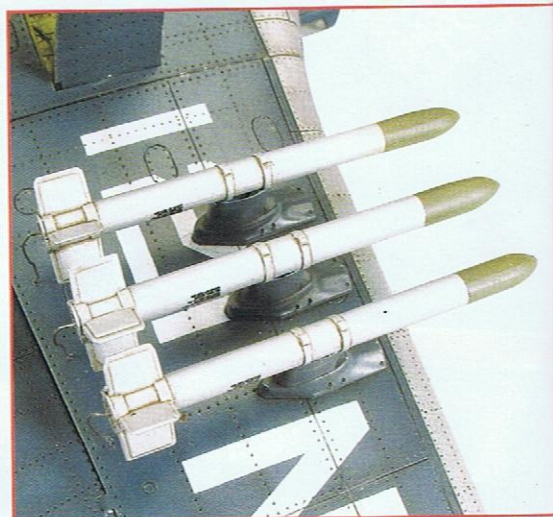
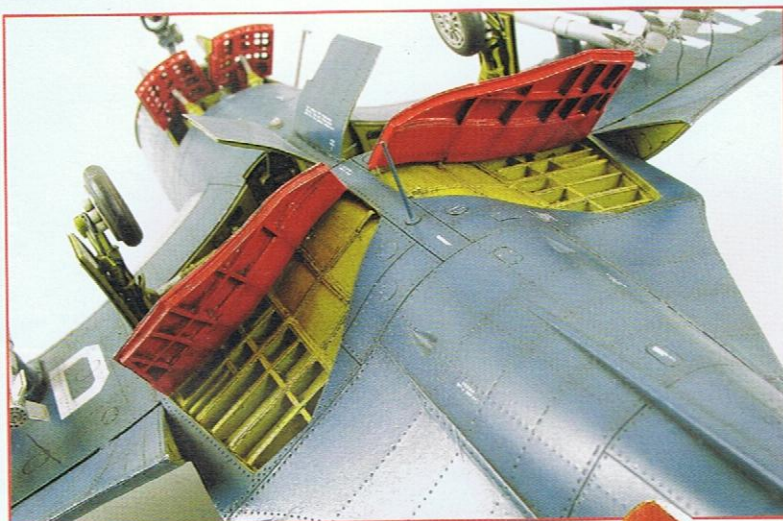
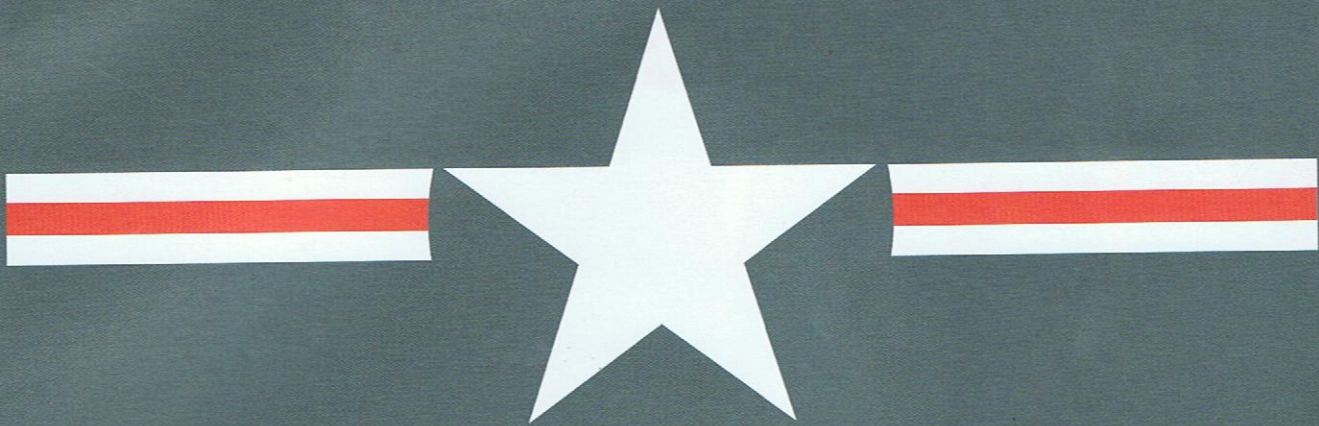
Painting of the kit:

After completing the model, I started colouring. Yellowhammer Models issued a total of three different decals sheets for this type of aircraft. I choose the number 48 038 sheet, devoted to four machines of the U.S. Navy from the Korean War period. Specifically it is a machine of VF-781 unit from the USS Bon Homme Richard in 1951. Aircraft of this squadron were marked with red and white bordered flashes on fuselage and wingtips. I first sprayed the whole model with a layer of Mr.Surface 1000.

Then I sprayed leading edges of wings and tail surfaces with the aluminium shade 101 from Alclad II. I airbrushed the rest of the kit with Gloss Sea Blue from the Gunze set of U.S. Navy aircraft. Then I put over a layer of gloss varnish for better decal adhesion. The decals are premium quality and include a miniature sheet with stencils in white. I picked out surface details, rivets and panel lines with MIG productions washes, and I made rubber seals around the glass of canopy from thin strips of black decal. I used a light gray Vallejo colour for small scratches.







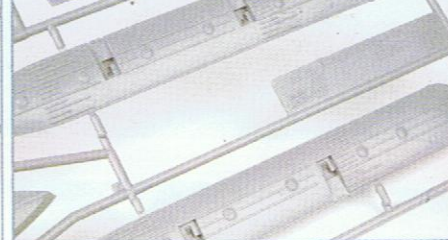
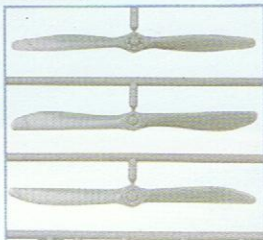
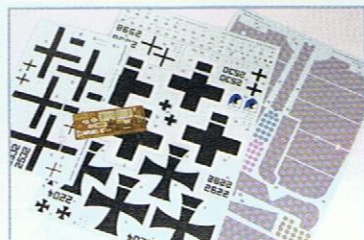
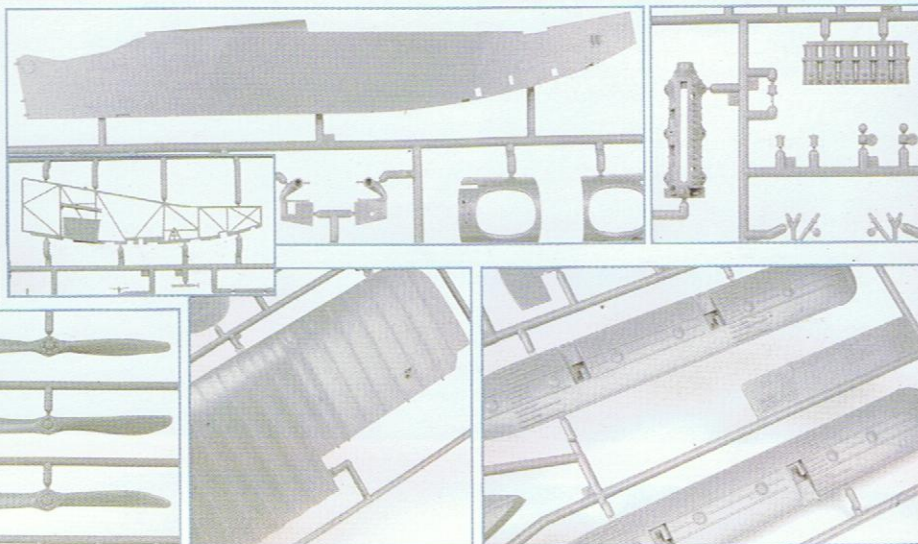
Conclusion:

The F-2 Panther kit is one of the better Trumpeter has produced. Construction proceeded without major problems. The only mistake was the wrong shape of canopy and the optical deformation, however it can be replaced by using a PJ vacu canopy.

Accessories Used:

Eduard PE set - 49378
Pavla resin sets - cat.no. 4812, 4822, 4824
Quickboost - 48121 gun barrels
Vacu canopy PJ Productions - 481204
Yellowhammer decals - 48038

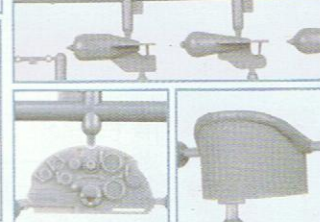
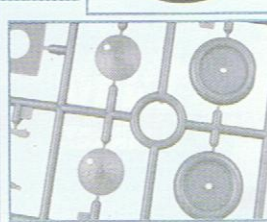
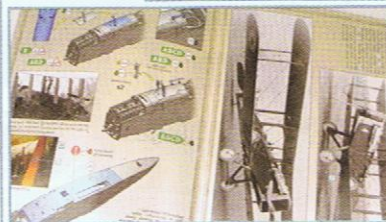
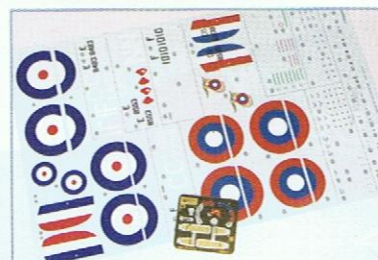
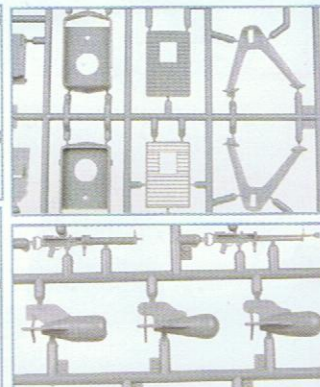
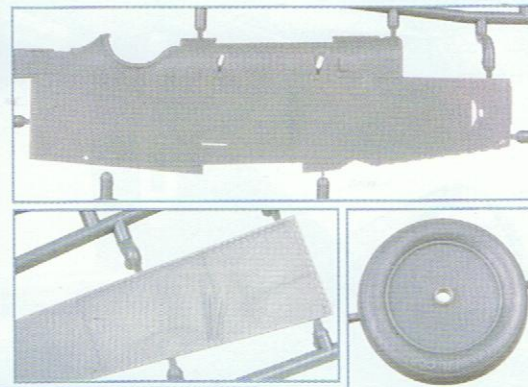




Wingnut Wings 1:32 Hansa-Brandenburg W.29

This is one of the latest batch of Wingnut Wings releases which sees them tackle their first seaplane and the virtually rigging-free nature of the design may just tempt the modeller who finds all that nylon fishing line too much to cope with. As with all the Wingnuts kits everything you need to build the kit with the exception of rigging wire is provided in the box and the impressive full colour instruction booklet provides a comprehensive guide for the absolute WW1 novice. Every part in the kit is colour coded and 3D models guide you through the assembly along with a generous selection of period photos - instructions in all kits should be like this and the Wingnut kits set the benchmark. The quality of the plastic parts is also as good as you could possibly hope for. Crisp detail abounds and experience tells us that these kits fit together with a similar degree of precision. The kit provides a thoroughly detailed cockpit with photoetched seat belts and unique to this kit is a substantial metal spar to carry the weight to the very wide wings. The cockpit and all the internal framing is assembled into a complete 'tub' which will fit snugly into the fuselage halves. Another standard

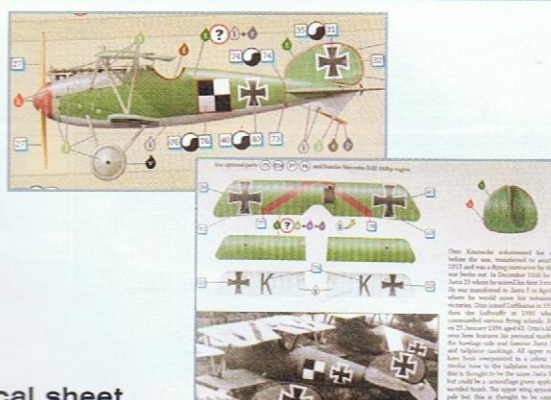
feature of these kits is a well detailed engine and removable cowlings so you can see all that detail. In most cases the engines are so well handled that all the modeller might want to add is the electrical wiring. On this kit a temporary plastic jig is helpfully supplied to help the modeller align the individual exhaust pipes. Separate control surfaces are another standard feature and this particular kit provides wheeled beaching trolleys and trestles to allow the finished model to be displayed ashore if you want. A small photoetched fret provides perforated sleeves for the machine guns as well as the seat harnesses and control lines for the aircraft's steering wheel. As usual the excellent decal sheet provides markings for five different aircraft with Ronny Bar's excellent colour profiles reproduced in the instruction booklet to guide you along with period photos of the subject aircraft where possible. What's not to like? Another stunning addition to the Wingnut range of an interesting subject which gets top marks from us in all departments. Available direct from Wingnut Wings at www.wingnutwings.com



Wingnut Wings 1:32 DH.9a 'Ninak'

The fun continues with more high quality injection moulded plastic from New Zealand in the shape of the British DH.9a 'Ninak' which arrived just in time to see service in the closing months of the Great War. Once again as soon as you lift the lid and with the sprues still inside their protective clear plastic sleeves it is immediately apparent that this is a beautiful kit. The main fuselage halves carry a diverse assortment of different details and stitching. The rearmost section of the fuselage is moulded separately and the kit offers a choice of panels for early and late versions with differing degrees of ripple in the fabric which is a really thoughtful inclusion. The Wingnut Wings designers have a real knack with rippled fabric which is entirely convincing. A thoroughly detailed cockpit interior is provided with stunning whicker pilot's seat and the detailed instructions provide both colour coding for this and walkaround pictures of the real thing to assist the modeller. The same goes for the detailed Liberty V12 engine with a series of photos of restored example providing helpful reference especially of

the electrical wiring which is the only element missing due to the limitations of the injection moulding process. As with other kits the cowlings are moulded separately to expose the engine if desired. Another nice touch is the choice of both open or closed radiator shutters. A choice of different bomb loads is also provided and once again there is plenty of useful reference to get the best from these and you also get a choice of armament configurations for the observer with photoetched parts supplied for the scarf ring. The instructions provide full page views of the rigging arrangement but the modeller needs to supply his own choice of rigging material. Five different schemes are provided including a USMC example and the large Cartograph decal sheet matches the high quality of the rest of the kit. Plenty here to tempt not only fans of WW1 aircraft but also fans of the very best in plastic kits of which this is a fine example. Available direct from Wingnut Wings at www.wingnutwings.com



Wingnut Wings 1:32 Albatros DV Decal sheet

This is another new set of alternative markings for the Wingnut wings Albatros D.V. which supplies markings for a choice of five colourful schemes and with a bright red and bright green scheme these are amongst the most colourful of the releases from Wingnuts. As before the sets come with a full colour four page A4 leaflet which illustrates the schemes and provides colour references and decal placement using Ronnie Bar's colour profiles. There is also a further section on each aircraft providing guidance on the wing colours with period photos of the featured aircraft and a history of the aircraft and pilot. Where doubt exists about markings or interpretation of colours this is helpfully pointed out so that the

modeller is fully informed and able to make his own choice. The big decal sheet is superbly printed by Cartograph and just oozes quality. It also includes some of the smaller details from the regular kit decals with cockpit instrument dials, propeller blade logos and engine data plates. The only elements not supplied are the lozenge patterns for the wings of schemes, B, C and E. These sheets are a splendid addition to the Wingnut Wings range and with so many interesting alternative schemes to choose it is good to see the modellers choice expanded from just the five normally supplied with the kit. Available direct from Wingnut Wings at www.wingnutwings.com

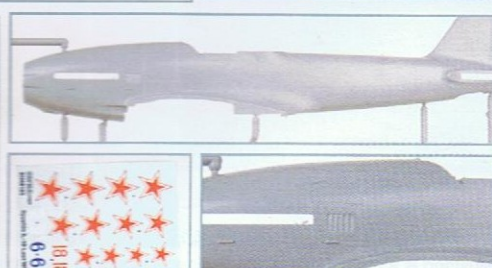
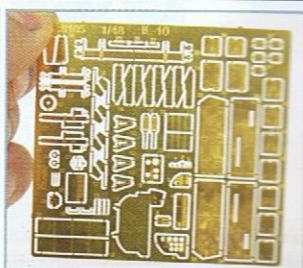
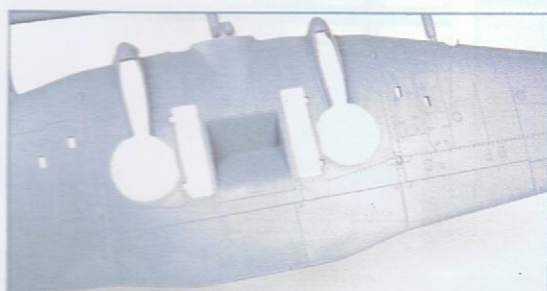


Wingnut Wings 1:32 Lozenge and Rib Tape decal sheets

And here are the aforementioned lozenge decal sheets which come in three separate sets: 30001, 5 Colour Upper Lozenge Decals, 30002, 5 Colour Lower Lozenge Decals and 30003, German Rib Tapes for Lozenge Decals. Each set comes with a very informative two sided instruction sheet which provides a crash course in all things lozenge related, a brief history of German camouflage and also explains the care and detailed research process behind the production of the sheets to obtain what Wingnut Wings regard as a truly colour accurate set of lozenge markings - a subject which is always controversial. Anyone who has

built the Wingnut Wings LVG kit will be familiar with these sheets as they are included in this kit but I notice that the very slight dot pattern from the printing process of the LVG sets seems to have been greatly refined in these new sets and is only really visible under very close examination or high magnification. The rib tapes are supplied in a pale yellow (linen), dark pink and blue. Ideal companions to the other Wingnuts decal sheets and no doubt extremely welcome for WW1 enthusiasts.

Available direct from Wingnut Wings at www.wingnutwings.com

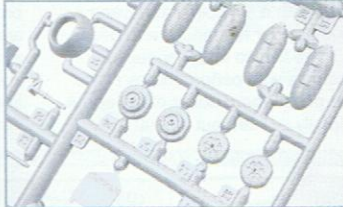
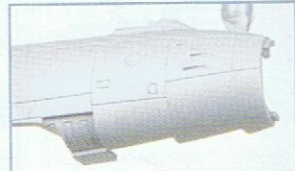
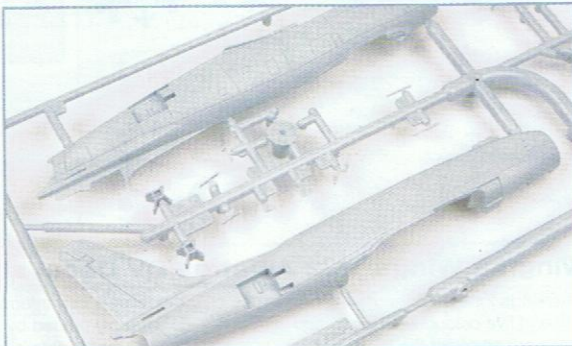
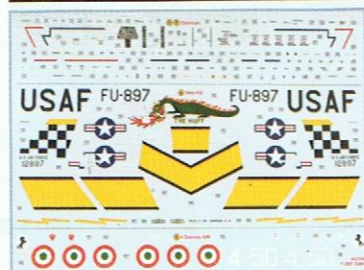


Special Hobby 1:48 Ilyushin IL-10 "WWII Last Days"

Special Hobby once again step up to offer another obscure subject with this late war development of the Russian ground attack aircraft which saw combat in the closing months of WWII and also in Korea. Special hobby tackle this subject with a combination of injection moulded plastic, resin and photoetched parts and we will start by looking at the plastic bits. Here the quality is a little variable ranging from the really nicely detailed fuselage halves and wings with subtle panel lines and rivet detail as well as the stunning looking tires complete with sidewall lettering through to some of the smaller interior parts which are slightly heavy and suffer from a degree of flash. Certainly nothing serious but it would be nice to have seen the high quality of those wheels for example carried across all the parts. All the control surfaces are moulded in place so if you want dropped ailerons or flaps you will need to be prepared for some extra work. In the cockpit a printed film is supplied for the instrument dials and combined with

some excellent photoetched instrument panel facias. The same etched fret also provides seat harnesses, throttle levers and seat support strap for the gunner. The rear gun mount is provided in resin as are the exhaust pipes, bomb racks, gun fairings and underbelly radiator. Other nice details are the photoetched inspection covers (early model covers moulded into the wing have to be filled), and photoetched fins for the bombs. The canopy is sadly moulded in one piece apart from the pivoting gun mount which will prevent you showing off all that lovely cockpit detail. The small decal sheet provides a choice of four schemes, three wartime and one postwar and are all quite similar it has to be said, Gunze Sanyo colour references are helpfully provided. Another impressive package from Special Hobby. Certainly a little extra work may be required to get the best from this kit in selected areas but the groundwork is very solid and this should build into an impressive kit.

new releases



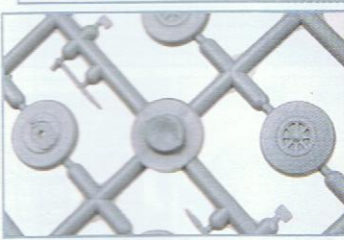
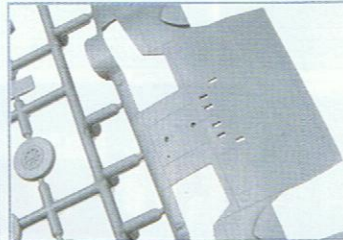
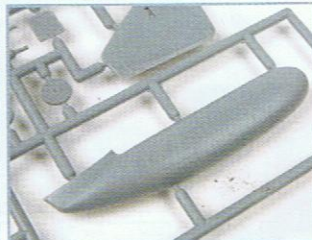
Airfix 1:72 North American F-86F/E(M) Sabre

This is an all new tooling from Airfix of a combat classic, the F86 served with a number of airforces during the fifties and sixties; this boxing allows the modeller to make the Sabre in its most recognisable guise as the USAF frontline fighter in Korea. Sabre kits in this scale are fairly easy to come across, very accomplished boxings from Academy, Hasegawa and even Hobbyboss mean that Airfix have plenty of competition.

Four sprues, one set of transparencies, one decal sheet with two options equals another very nice kit from Airfix - the pale grey plastic has the now requisite engraved panels; interestingly the depth and finesse of the detail appears to be a step on from some recent releases, the recessed lines being quite subtle. It would seem that the 'new' Airfix are now getting to grips with the manufacturing process which bodes well for future releases. The cockpit is however a little sparse, meaning that it won't be to challenging to the novice, but more demanding modellers may go for some aftermarket thrills. An interesting feature is part No.8b which forms the part of the intake mouth, this is embossed with the words '3 grams' - the instructions then indicate the position of the required nose weight - better get the measuring scales out! The wings appear to be the correct configuration for this variant - the way the kit makes up suggests that Airfix may

well have an eye on future releases of the extended Sabre family and its many marks. Undercarriage and wheel well detail is adequate in this scale, the modeller can display his Sabre on the ground or airborne with undercarriage retracted, another nod to the novice or younger market perhaps from Airfix? Airbrakes can also be displayed in the open position, the internal detail being well replicated, a set of underwing tanks and optional bombs are part of the package. The two part canopy is clear and quite thin, the rear decking of the sliding section is very nicely detailed indeed. Continuing their recent finely printed decal sheets, this boxing has two marking options; the famous Korean era 'Huffs Dragon' with its eye catching fuselage design and a camo Italian Sabre, the decal sheet also includes a very generous selection of stencil data for those with very good eyesight...

It was always great to welcome back Airfix and it seems that the company are refining and improving with every release. Airfix have been criticised for over exaggerated panel line on some recent kits so its nice to note that this Sabre is a much more subtle proposition - the bias is probably at the younger/novice end of the market, however the basics are there for a really nice project - keep 'em coming Airfix!



Special Hobby 1:72 F-82H Twin Mustang

So the conversation must have gone something like this... "Hey guys, the Mustang is a great fighter, just imagine what would happen if we stuck two together..." strangely logical and totally unorthodox, the Twin Mustang was intended to be a long range escort fighter for the USAF: in service the F-82 achieved a number of kills during the early years of the Korean war and as presented in this kit, performed as a rugged all weather fighter. This is a well produced boxing from Special hobby - known for their esoteric subjects and short run kits, these new mouldings appear much more 'mainstream' than some of their earlier offerings.

The three sprues display recessed panel lines and rivet detail appropriate for this scale, a small etched fret and resin exhaust stacks are included. Interior detail is adequate, so there is latitude for additional work - careful research will be required to achieve an appropriately accurate Twin Mustang cockpit though. By their very nature, short run kits tend not to display the refinement of larger

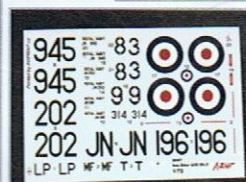
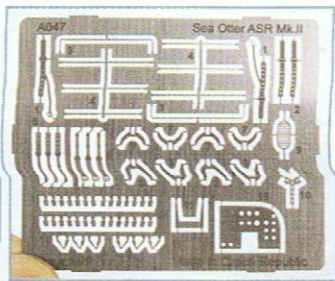
manufacturers products and this kit does have a little flash, although nothing too troublesome. Wheel wells lack any real detail, but again shouldn't be too much of an issue as the inner undercarriage doors on the F-82 tended to be closed on parked aircraft - the kit also includes long range drop tanks with a very interesting eagle motif decal as an option. It's a little disappointing that the canopies are single pieces so a steady hand will be required to cut them and display them in the open position. There's the option of creating four different Twin Mustangs from the small decal sheet - two all black night fighters and two attractive silver and red Alaskan based aircraft - the sheet is well printed if a little simplistic, there will almost certainly be questions asked regarding the accuracy of the blue used on the stars and bars insignia...

Aimed at the more experienced modeller, this is not a cheap kit, but Special Hobby have, at last, produced a very buildable version of this unusual and attractive aircraft



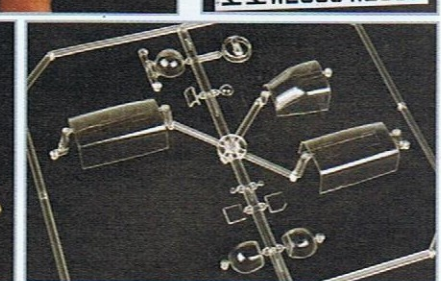
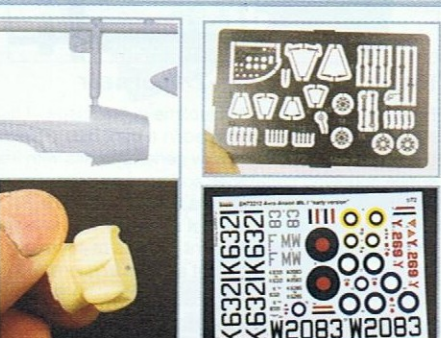
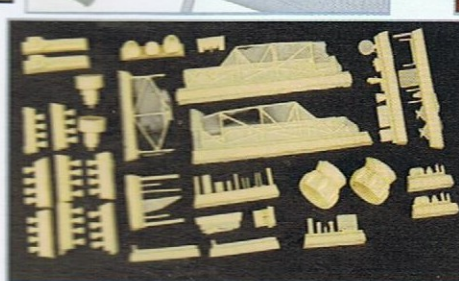
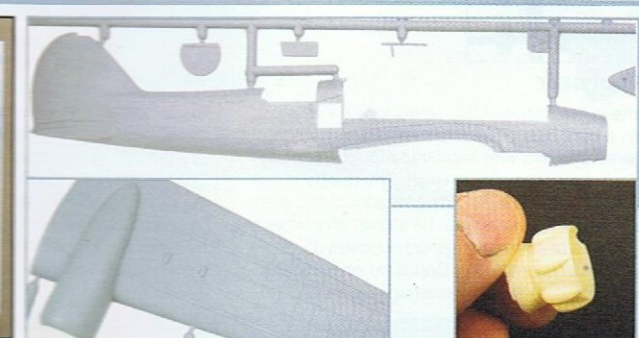
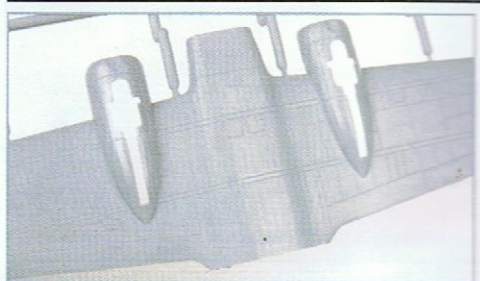
Azur 1:72 Supermarine Otter Mk1/ASR MkII 'Foreign Service' **Azur 1:72 Supermarine Sea Otter ASR Mk.II**

'Fancy a change of subject for your next project? If sir follows me I may have just the right thing...' - intended as a replacement for the Walrus, the Sea Otter served with a number of countries well into the early years of the jet age. Manufacturers such as Special Hobby, MPM, and in this case, Azur, excel in releasing unusual subjects generally not covered by mainstream companies, and now the quality of these short run kits seem to have taken huge strides. These are lovely little kits manufactured to a high standard - four sprues of grey plastic, a bag of resin goodies (worth a few quid in their own right) and refined decals. The fuselage has crisp recessed panel lines but there are no locating pins or holes, so mating the two halves will require a steady hand - the cabin is made up of several parts, including pilot, co-pilot and observers positions; nicely done but quite simplistic, a little super detailing wouldn't go a miss. The wing sections are similarly well crafted with a subtle rib effect across the surfaces - struts for the bi-plane configuration are simple but effective, but once again there



are no positive locating holes; there are very faint indents on the top surface of the lower wing to indicate the position of each strut, once in place they will be flush to the surface of the wing so modellers may want to improvise a more secure method of attachment. The majority of the delicate resin parts go to make up the single engine including separate cylinder heads - the air scoops and hedgehog exhaust are equally well cast. Instructions are clear and simple suggesting a sixteen step building process, they are complete with useful rigging diagrams.

Three marking options are available in the 'Foreign Service' version on the nicely printed decal sheet - French and Norwegian camouflage aircraft and a very striking all yellow Dutch Sea Otter. The English version also supplies three different schemes.



Special Hobby 1:72 Avro Anson Mk.1 Early Version

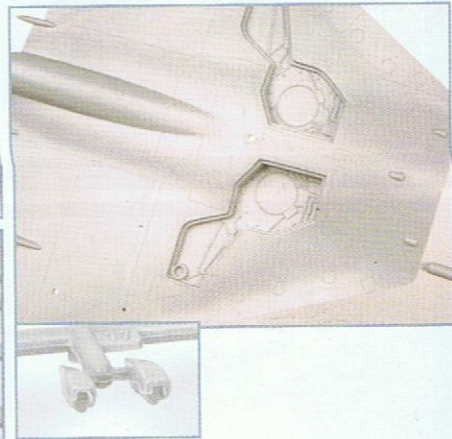
Another very attractive limited edition release from Special Hobby depicting the Mk.1 early Avro Anson with two sprues of grey plastic parts, a clear sprue with the canopy parts and a large number of resin parts as well as a photoetched fret and decal sheet. The kit offers the option to make the version depicted on the box art or to model versions with the gun turret. The quality of the plastic parts is very good with subtle surface detail and a pleasing matt finish, mated only slightly by some limited flash here and there. Integrally moulded control surfaces are only to be expected at this scale but the subtle stretched fabric texture is worth noting. For a kit in this scale you get a remarkably detailed interior which uses resin parts built around a plastic floor and bulkheads. Photoetched instrument panels with printed film dials are supplied and the etched fret also supplies crew seat belts. Resin cockpit sidewalls complete with the cockpit ribs

are assembled to replicate all the internal structure with the canopy parts sitting over this. Care will be required when removing the backing film from the side wall frames but it is a very elegant solution. Radio equipment, crew seats and other console panels are all superbly moulded in resin and even the gun turret gets a detailed interior. A clear moulded nose cone helpfully avoids the need to fit fiddly small glazing panels. The engines are both moulded in resin with separate cylinders and crisp resin cowlings, radiators and exhausts. Tiny photoetched propeller hubs are provided along with actuating rods for the control surfaces. A choice of three different schemes is provided on the well printed decal sheet including a colourful trainer with yellow undersides. This is a delightful little kit - the Anson is not a subject to fire my imagination but this kit is so nice I could find myself tempted! Very nice!



Italeri 1:48 Kfir C1/C2

I really don't understand why Italeri persist in re-releasing some fairly rough old mouldings and throwing in a fresh decal sheet to compensate in some way. I cannot vouch for the overall accuracy of this Israeli copy of the Mirage but the quality of the moulding dates back to the days before recessed panel lines. Crude detail is especially apparent around air intake ducts, vague exhaust nozzle and a basic cockpit which even a novice modeller would not be happy with. Some may see making this kit and bringing it up to a modern standard as

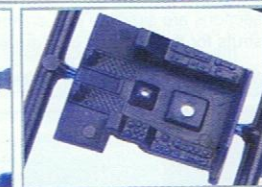
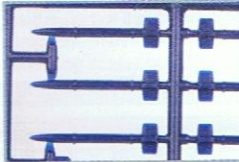
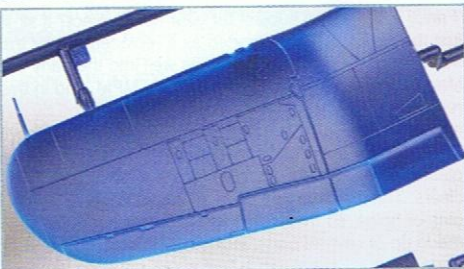
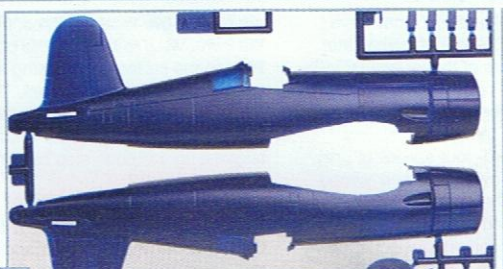


some sort of extreme challenge which it certainly would be as I cannot see many if any parts that would not require some sort of modification or improvement. Time to consign this mould to the bin Italeri and give us a new tooled version which reflects your current high standards. The decal sheet provides markings for four different Israeli aircraft as depicted on the box art but it is unlikely that many would choose this kit purely for the decals. One to avoid.



Italeri 1:72 F4U-7 Corsair

From the ridiculous to the sublime in the shape of this newly tooled French Naval Corsair fittingly moulded in a dark blue plastic. It is immediately apparent that this is one of Italeri's new generation kits with improved moulding quality subtle engraved panel lines and a subtle satin overall finish. The quality continues and the kit includes a very well detailed cockpit for a kit of this scale. A two part canopy means that all the cockpit detail can be shown off on the finished model. Three different designs of cowling rings are supplied although two are not required they hint at other versions of the Corsair to come. In the best 'hang your kit from the ceiling' tradition the undercarriage doors are

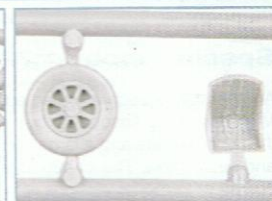
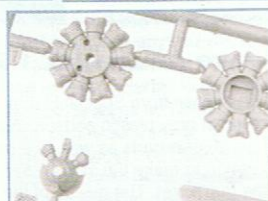
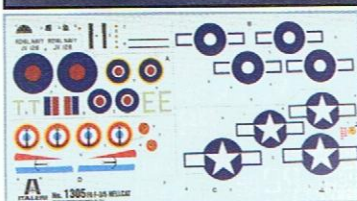
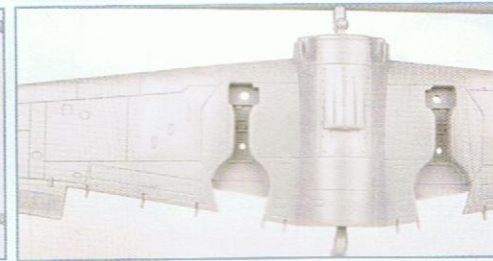
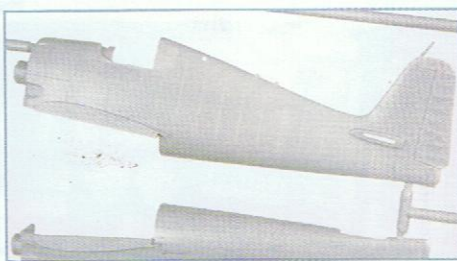


moulded as one piece and must be cut in half to be opened but they come with very nice interior panel detail. Similarly the main wheels have excellent hub detail with ribbed tires. An underbelly drop tank is provided along with a full load of rockets, an area that can easily let down the rest of the kit but here the rockets are really well handled. Control surfaces are all moulded in position as you would expect in this scale. The comes with a choice of three different sets of French markings including the example depicted on the box art. It is very encouraging to see the new high quality of kits that Italeri are releasing.

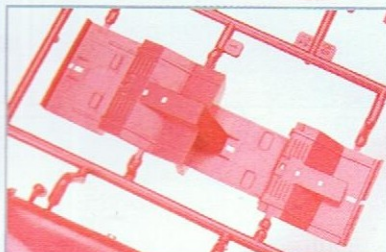
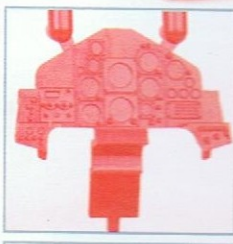
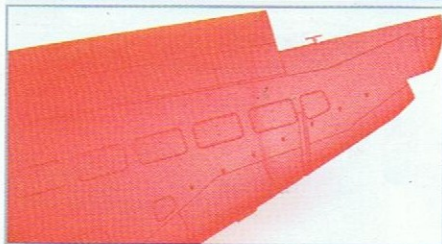


Italeri 1:72 F6F-3/5 Hellcat

Another pleasing small scale release from Italeri which is of a similar quality to the Corsair. Fine recessed panel detail and ribbed fabric control surfaces make for a first rate surface finish. Unlike the Corsair the Hellcat features blank instrument panels and consoles and relies on the decal sheet to add detail here. The delicate pilot's seat features some good moulded seatbelts and the fuselage comes with a solid moulded rear cockpit window which you must cut open depending on which version you choose to build. A choice of two styles of



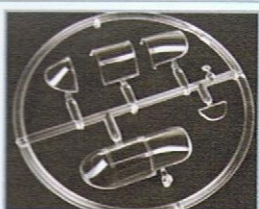
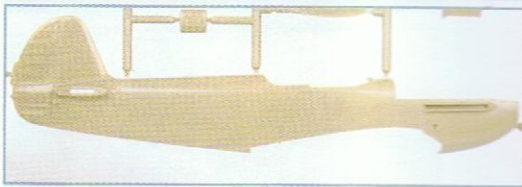
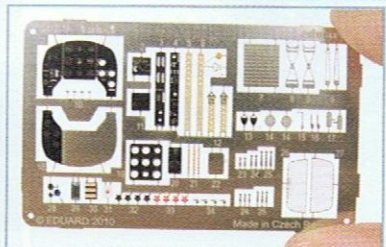
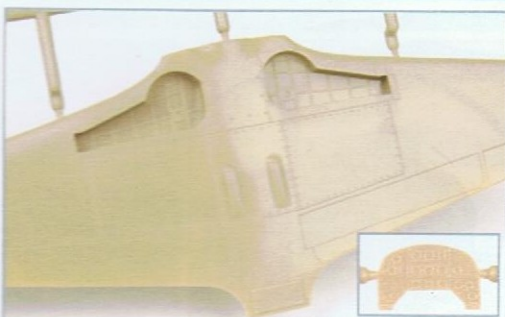
windscreen is also provided Two separate rows of cylinders are provided for the engine and the front part of the engine is also moulded separately. Unlike the Corsair this kit provides separately moulded flaps and the bizarre feature of a panel line defining the yellow tip of the propeller. The kit comes with a choice of markings for four different aircraft for American, British and French aircraft. Overall it lacks a little of the flair of the Corsair especially around the featureless cockpit but the surface detail is certainly attractive.



Revell 1:32 BAe Hawk T.1a Red Arrows

Keenly anticipated and strikingly moulded in bright red plastic befitting the subject the new large scale Hawk does not disappoint. The main fuselage mouldings are an impressive size and the subtle panel lines are entirely in keeping with rivet detail restricted to wing access panels. A very detailed cockpit is provided with beautifully moulded instrument panels, great rivet patterns in the floor and back wall and a pair of well detailed ejector seats which only lack seat belts, these being provided as decals. Decals are also provided for the instrument panels and side consoles but beware of the angled tilt/roll dial if your model is sitting on the ground. The designers have taken the trouble to provide extensive internal air intake ducting with turbine blades even though you will be unlikely to see much of this. separately moulded wheel well walls will also mean that this area will look very convincing straight from the box. Ailerons and rudder are separate however the flaps are not and the undercarriage doors with great interior detail are moulded in one piece to allow a wheels up configuration, so must be cut up for a wheels down version. The undercarriage and wheels are

well handled with excellent wheel hub detail but unweighted tires. The clear sprue with the canopy parts and assorted navigation lights is equally well moulded and the kit allows the canopy to be moulded open or closed. The large decal sheet provides markings for two different aircraft from the Red Arrows team along with alternate serial numbers for an additional twelve subjects. The quality of the decals is not the best and on our sample the red is off register which is very noticeable on the Union flags. It is always hard to tell before applying the decals but the white parts of the sheet do not look completely opaque and I would consider testing the show through of the bright red before proceeding. We understand that further versions of the Hawk are planned which will be most welcome and cannot help but give this new Revell kit full marks, even with the issues with the decals. This is an impressive model at this scale and Revell have really risen to the challenge, offering a beautifully moulded kit that can be confidently built from the box.



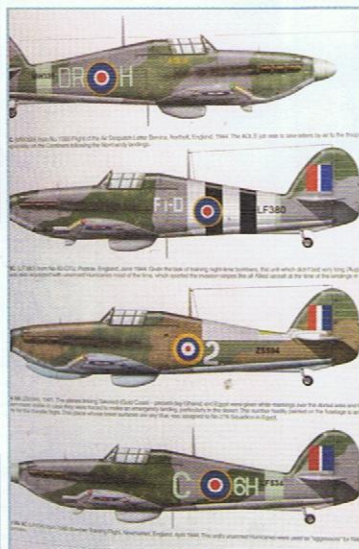
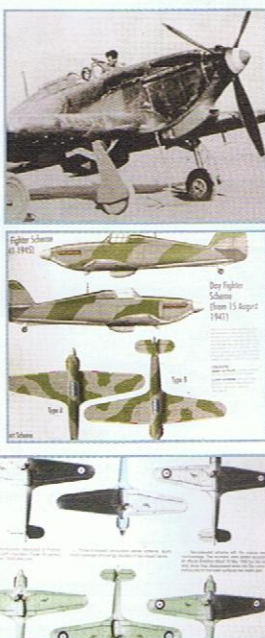
Eduard 1:48 Yak-3

The successful Russian Yakovlev 3 fighter is available again from Eduard in this new rendition of their Profipack range. Eduard have packed all their available goodies in with their Yak-3 kit to provide a very comprehensive package with a choice of no less than five colour schemes. Starting with the kit itself, Eduard's common grey/tan styrene is used across the two sprues consisting of only 53 parts this is a basic straightforward build with all control surfaces moulded integrally in fixed positions. The tooling shows no signs of age and is flash-free with good clean detail and finesse. Wings are produced as two piece top and bottom with the edges feathered suitably thin, the upper wing including cockpit floor detail and the lower has the wheel well detail. The canopy is offered with the option of displaying an open version and the clear parts are good although our sample was marred by a mark on the closed version. A small gripe within the cockpit is that the fuselage frame is integrally moulded into the fuselage halves offering a somewhat flat appearance which would benefit from beesting up with plastic strip or maybe careful shadow and highlight at the painting stage. The pre-coloured etch fret will add a wealth of detail in the cockpit with parts for all controls and instruments along with seatbelts, although the suggested part for the seat base pad looks more like slatted wood? best to check the

references. Other etched parts are included to enhance the wheel-wells and the screens on the intakes.

The instruction booklet is very nicely done and guides you through the colour schemes with full colour profiles and explanatory text on the particular aircraft's history which appears well researched. The five options provided are White 360 flown by Col Yakimenko of 151 GIAP, Czechoslovakia, 1945; 'White 10' flown by Lt Col Yeryomin of 31 GIAP, Czechoslovakia, 1945; 'White 15' flown by Lt Rogovoi of 64 GIAP, Baltic Front, Autumn 1944; Gen Zarharov of 303 IAD, East Prussia, Autumn 1944 and Lt Col Maslov of 157 IAP, Germany 1945. The decals are very well printed with sharp, fine detail offering splashes of colour to the two-tone grey camouflage schemes.

Express masks are also included in these Profipack productions to help out with canopy masking, a very distinctive red star masking is also provided for Yeryomin's Yak which also needs a decal applied to finish- the spinner will look very striking and the plans are clear to guide the modeller through the tricky procedure. All in all a nice packaging of this straightforward, solid kit which will be lifted a notch by the nice decals and photoetch. Our sample kindly provided by Hobbylink Japan www.hlj.com



Planes & Pilots 14 Hawker Hurricane from 1935 to 1945 By Dominique Breffort

Many will be familiar with this excellent series of references from Histoire and Collections and I have several already in my own library. The books are built around an astounding selection of colour profiles which trace the development of the aircraft right across its service life and is helpfully divided up into chapters for each mark. At the start of each chapter there is a small introductory section with period photos which describes the history of the aircraft and the developmental features specific to each mark and sub-mark. There are chapters devoted to the Sea Hurricane and to the thirteen different foreign users of the Hurricane. The 184 different colour profiles by Nicolas Gohin are of a very high

Published by Histoire & Collections
ISBN 978-2-915239-87-4
82 pages softbound Portrait format

standard and each is annotated with background information on each aircraft illustrated. The book concludes with a section showing standard camouflage practice for both European and tropical schemes. Undersurface schemes are similarly covered and examples of the standard national markings with their sizes are reproduced. A series of line drawings is also used to point out the developmental changes made to the airframe between the different marks. A concise and extremely useful modelling reference which gives a complete overview of the aircraft and a huge choice of different schemes to inspire you.

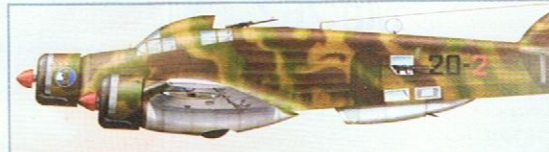
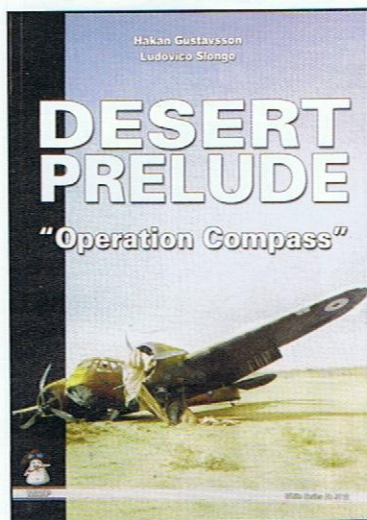


Model Art Profile 9 Mitsubishi T-2/F-1 of the JASDF Published by Model Art

Another addition to the excellent Model Art profile series which always provides tip top all round reference for the serious modeller. These books always combine the best walkaround reference, the sort which opens every access panel and hatch, with information on colours, markings and how to model the aircraft along with some general shots of the aircraft in action. This edition comes with a good set of fold out 1:48 scale plans and the development of the aircraft is also covered in an English translation section. The majority of the book is however in Japanese but the strong visual content should still make this an attractive reference for the modeller, especially if you really want to super detail your model. The quality of the walkaround section is what really makes this such

ISBN 978-83-61421-20-7
136 pages softbound portrait format Japanese text
www.modelart.jp

a valuable resource for the modeller - as well as the more expected views into the wheel bays and cockpit the details around the canopy framing and even the warning placards for the ammunition loading are covered. There is even a walkaround of the pilot! The is a complete breakdown of the different units operating the aircraft supported by colour photos and colour profiles and an additional eight pages of colour profiles. Three different 1:48 scale modelling projects are included with step by step sequences but the lack of English captions tends to diminish their value somewhat. Overall this is a reference that is well worth having and is probably unique in offering such a detailed look at these aircraft.



Desert Prelude

Early combat over the desert Vol2: Operation Compass, Dec 1940 - Feb 1941

By Hakan Gustavsson and Ludovico Slongo

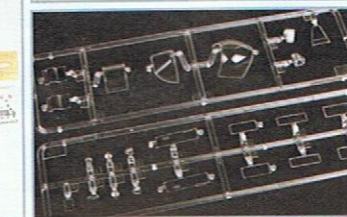
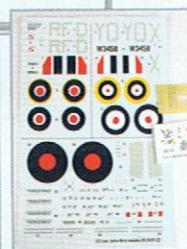
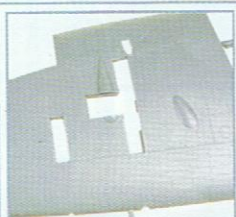
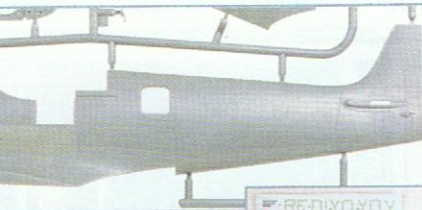
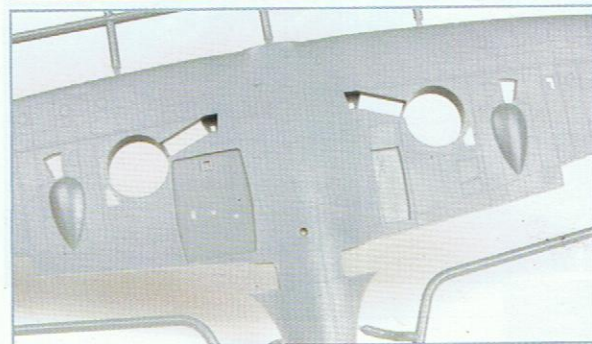
This second volume completes the in depth look at the air war over the North African deserts in the early stages of WWII prior to Germanys involvement. This little known conflict between the Italian and Commonwealth air arms is documented in great detail with day by day accounts of movements and operations enhanced by first hand accounts from the men involved, very engaging reading if you have any interest in this period of the war. Photographs accompany the text and appear to be mostly gained from private collections hence the quality varies but aircraft such as the Westland Lysander, CR.42, Sm.79 and Gladiator all feature along with other early war machines.

Published by Mushroom Model Publications

ISBN 978-83-61421-18-4

208 pages Softbound portrait format

This offering from Mushroom Models is certainly heavier on text than some of their other releases, although the smaller number of photos included are very relevant to the copy and the very thorough research makes for an excellent historical reference. The Italian aircraft are featured in the eight pages of colour profiles with some typically flamboyant camouflage schemes which could easily inspire a new project. Coupled with the first volume, this significant but little known or published part of the war is told in great detail filling a void in the enthusiasts reference library.



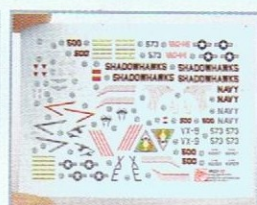
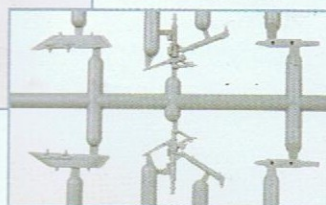
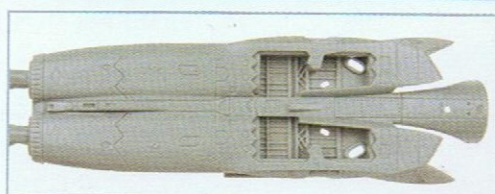
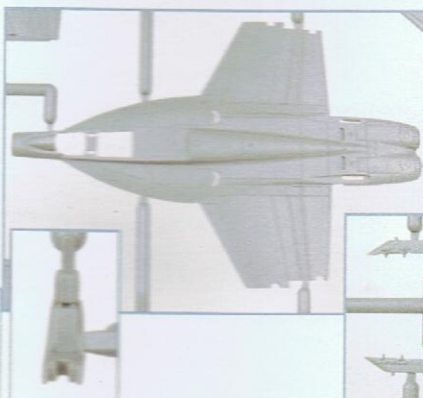
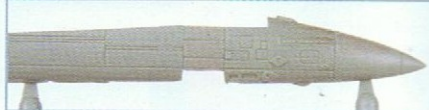
Hobby Boss 1:32 Spitfire Mk.Vb

Hobby Boss have been releasing some very nice kits of late and consequently anticipation for their large scale Spitfire V has been high and with Tamiya still releasing versions of their impressive kit in the same scale this kit has a lot to live up to. The good news is that it shapes up really well and first glance at the main sprues shows a very high quality of moulding and surface finish with panel lines and rivet detail that is entirely in keeping with the scale. The kit is designed around a complete span lower wing moulding and features a detailed engine with separate cowlings and provides armament bays in the wings with separate (clear) covers. A well detailed cockpit is provided with cushioned seat back and photoetched seat harnesses and armoured plate. A crisply moulded instrument panel gets a big tick and instrument dials are provided on the decal sheet - nothing flashy but very competent. The engine is perhaps not the strongest element on the kit and has a basic look to it in terms of detail but is a good basis if you want to go mad with the super detailing. The same goes for the weapons and whilst it is certainly good to see them included in the kit, if you want to expose them then many modellers will want to improve the levels of

detail within the weapons bays. A detailed radio is provided for the rear cockpit and the inspection hatch moulded separately which is nice and of course the cockpit entry hatch is also separate. Fabric control surfaces are well handled and ailerons and flaps are all separate and small details like the scoop inside the wheel well are captured. Wheel hubs are excellent but the rubber tires will not be to everyone's taste. The clear parts look excellent but the separately moulded armoured glass for the windshield will need careful assembly. Markings are provided for two different aircraft and look well printed although the bright red used for the national markings will need to be muted or an alternative sought. Comparisons with the Tamiya kits are almost inevitable and whilst this kit falls short in areas like the engine and weapons the cockpit comes close and the exterior is almost comparable. With the Hobby Boss kit a third of the price of the Tamiya versions it would be unfair to make too much of the comparisons and this looks like an extremely competent and exciting kit and gets a thumbs up from us.

Zoukei-Mura Inc. 1:32 Luftwaffe Ground Crew

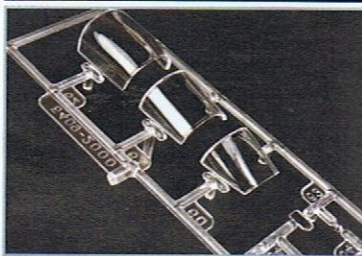
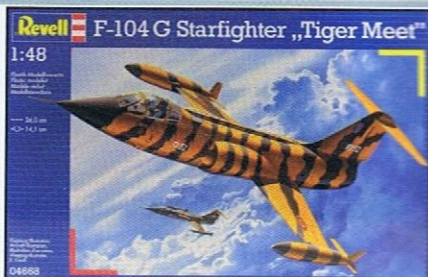
There's no denying that well executed figures enhance models of any subject and there's been a steady increase in quality miniatures to benefit the aircraft modeller over the years. Japanese designers and manufacturers Zoukei-Mura / Volks offer a small, exclusive range of accessories for their 1:32 Focke-Wulf Ta152H-1, this pair of armourers being one of several figure sets. The first thing that struck me on opening the acetate box was the noticeable visual size difference between 1:35 and 1:32, more than you'd expect. The figures are cleanly cast in resin and I found the parts well designed and a good snug fit with limbs needing no more than a wipe of filler at the joints. The anatomy of the pair is good and they do sit convincingly together joined by the ammo belt. Sculpting is good throughout although detail is a touch soft in places compared to some of the resin figures on the market today, especially the hands and faces. The ammunition belt is well rendered and with careful painting will look excellent, a quick count shows around the full load of ninety 30mm MK 108 rounds, I'm sure the belt would be flexible enough to suit the arming of other Luftwaffe subjects in 1:32. Being designed to work with their Ta152H-1 a detailed open flap and tray are also included as resin parts to add to the aircraft fuselage. Thanks to Hobby link Japan for the sample.



Dragon 1:144 EA-18G Growler

More double kit fun from Dragon with their twin pack of EA-18G's and the quality of these immediately shames many larger scale kits with tiny rivet patterns and delicate panel lines. It even comes with a fairly detailed cockpit with separately moulded ejector seats and flush moulded instrument panels - sadly no decals are provided for the instruments. The canopies are moulded as a single piece so the cockpit will not be highly visible without cutting up the canopy. Wing tips can be modelled in folded or deployed positions and considering the scale the undercarriage is remarkably well detailed and the undercarriage doors are

moulded as single pieces if you want the undercarriage raised. Underwing stores include fuel tanks, ALQ-99 Jammer pod and ALQ-218 wingtip pods which come with tiny photoetched fins! As with all of Dragons twin pack 1:144 kits you get two different schemes, one for each aircraft. In this case you have markings for aircraft serving with VAQ-141 'Shadowhawks' with black spine and tail and VX-9 'Vampires' in a two-tone grey scheme. It's all too small for me but delightful nevertheless!



Revell 1:48 F-104G Starfighter "Tiger Meet"

Dashed hopes I'm afraid if when this kit was announced you were hoping for a budget Revell re-box of the Hasegawa kit; this is the very old Monogram offering. The tooling looks dated by today's standards with raised panel lines and simplistic detail comprising of only 65 parts in the most gaudy yellow styrene you could imagine! Sunglasses at the ready! The moulding is a giveaway to the kits age also with flash present here and there although the three part canopy is good and clear albeit a little thick. The kit is designed with the fuselage split horizontally with the tail section as a separate two piece part which dry fits pretty well which will surely require filling to some degree. Options

are provided to open up several access panels, but the detail therein is basic at best.

The markings of the Belgian Air Force's first special livery represent the aircraft from the 1978 NATO 'Tiger Meet'. The large decal sheet is mostly taken up by the black tiger markings and are very nicely done, presumably printed by Cartograf being marked 'printed in Italy'. In old-school kit tradition the instrument dials are provided as decals also.

Although the kit is lacking by modern standards, this is a very striking livery offered by nice new decals to add to Revell's series of 'Tiger Meet' subjects

JEAN BARBY

"SPARVIERO"

MARCHETTI SAVOIA S79



CLASSIC AIRFRAMES

1:48TH SCALE

The "Hunch back" as the Italian crews had nicknamed it, was to the Regia Aeronautica what the Spitfire was to the R.A.F.: a true symbol.

Contrary to others nations where the sweethearts of the people were to be found in the fighter aces, the Italians chose to elect the crews from the torpedo bombers, the famous "Aerosiluranti", those daredevils who attacked the British convoys and Home fleet at sea level and under murderous anti aircraft fire.

Pilots like E. Buscaglia, F. Cappa, S. Angelucci or G. Cimicchi are amongst the thirty or so pilots who received the "Gold Medal of Military Valour", alas many posthumously as casualties were high.

At the time of this build the Classic Airframes kit was still available, and it is the one I have chosen because the Trumpeter model is full of mistakes even if it would probably be easier to build.

I had the good luck to obtain some fantastic resin goodies, fruit of the great craftsman and very good friend A. Saccoccio who also did a beautiful model in Replic magazine (n°133/134), and his article was a real guide during my own work.

Part from Poland has done three sets of very helpful photoetched, I have not used all the stuff but they are worth a try. A great help was also provided to me by Stefano Lazzaro via Stormo site, his knowledge of the machine is outstanding. Thankfully we now have some more than decent reference on the plane and both volumes of Alid'Italia have helped with some obscure details.

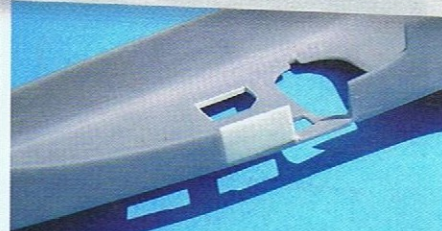
About the plane shown here: 258-3 is from the 253^a Squadriglia, 104^a Gruppo based in Rhodes then in Creta. It carries the new Alfa-Romeo 128 which were more powerful at low altitude, the new engines being fixed during an overhaul in Padova.

This plane fought during the so-called "Battaglia di mezzo Giugno" or mid-june battle between the 10th -15th June 1942 during operations "Harpoon and Vigorous". The score she carries on her tail is not her personal tally, but rather the whole score of the Italian units involved in those fights. Upper surfaces are painted Verde Oliva scuro and the under side is Grigio Azzurro chiaro, the green being broken with a random spray of the underside grey. Though the "Sparviero" was able to carry two torpedoes, most of the time only one was used, on the left side.

Now let's see how I proceeded with the help of pictures:



-1. Some more volume is added to the tail wheel bulge with Mr Surfacer, and the tail wheel mount is revisited.



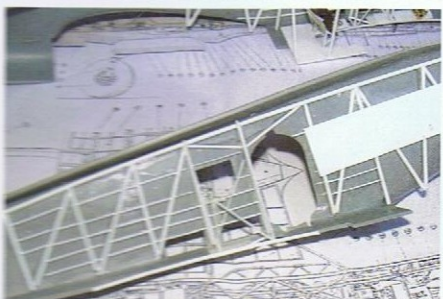
-2. The placement of the underbelly windows close to the bomber position (the bathroom) are moved forwards using plasticard to remove the previous ones.



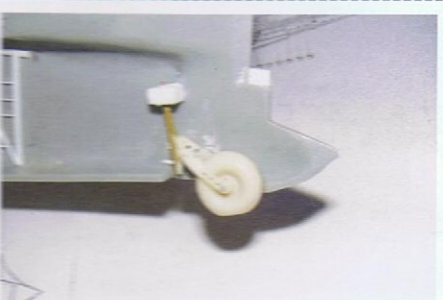
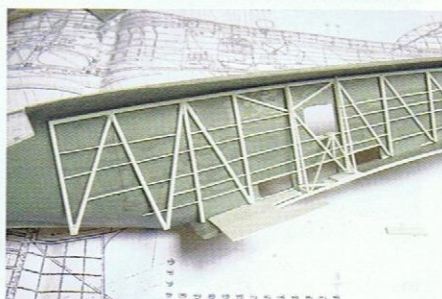
-3. The upper part of the hump is cut away and the fuselage frame under is rebuilt.



-4. The step in the model canopy is removed as in reality with a strip of evergreen.



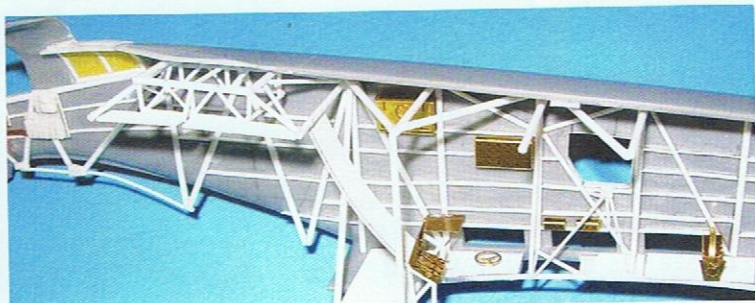
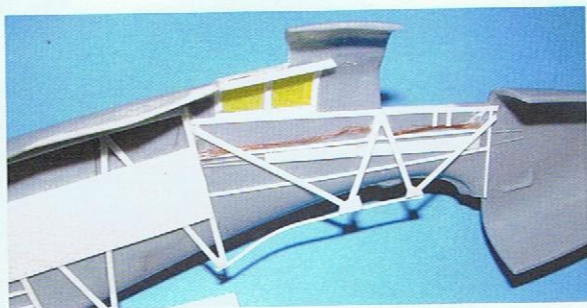
-5 and 6. Using the Alid'Italia plan enlarged to 1/48th the interior structure is made using a lot of Evergreen plastic rods and strips.



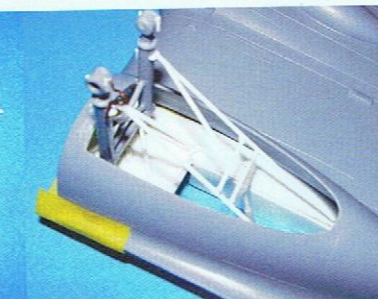
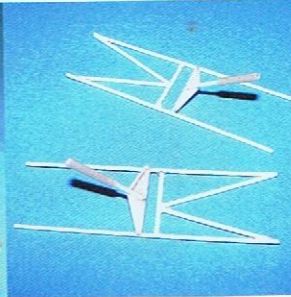
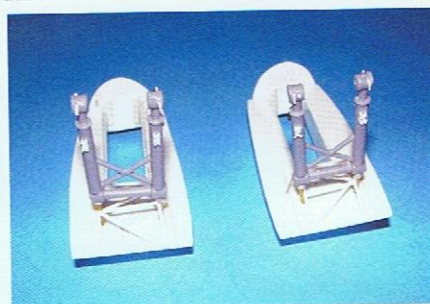
-7. The tail wheel attachment has been corrected.



-8. Remember that the tubular structure will be plainly visible through the windows.



-9 and 10 More progress with the floor and the first Photo etch items in place.



-11 and 12. The undercarriage bay is made from scratch and the attachment points for the legs reinforced with copper wire to obtain a stronger fit.



-13. Some work has to be done to the Alfa engines such as triangular fixations and trumpet air scoops.



-14. The exhausts collectors are fixed to the engine nacelles.

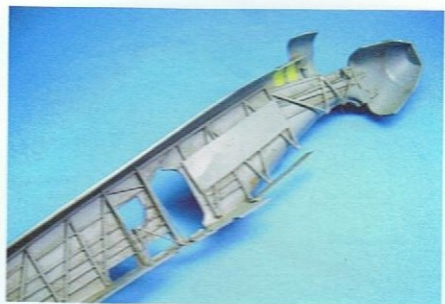


-15. The axis of the aileron flap is on the same alignment, the one on the kit are not! Scribe, sand and scream!

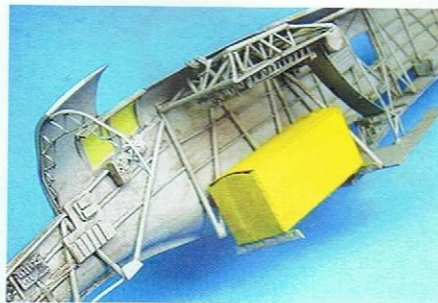




-16. Most of the maintenance hatches on the upper wing are in the wrong position. Using the Ali d'Italia plan it is fairly easy to correct.



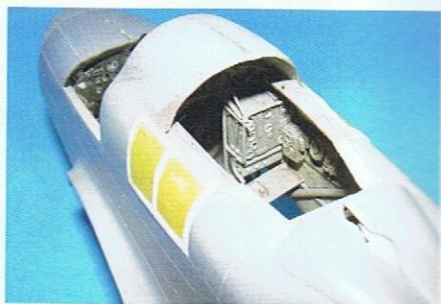
-17. Painting the interior using Griggio azzurro chiaro and not Verde anti corrosione brings the fuselage detail to life. The bomb bay was replaced by a supplementary tank for which the yellow colour is nothing but authentic!

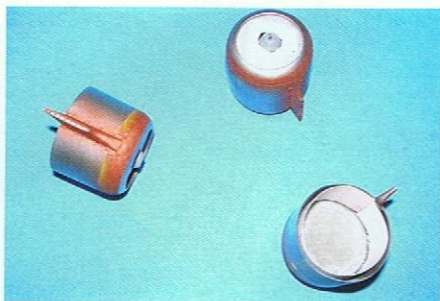


-18. A view of the flight deck with Reheat dials on the instrument panel.

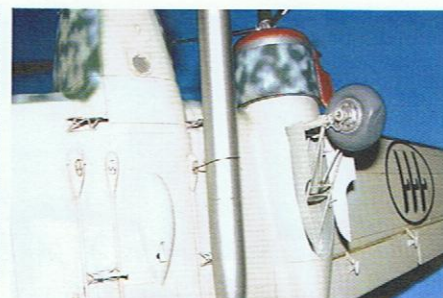


-19. Some elements are painted and washed before assembly. Here we have the front tubular structure at the front of the hump with the front MG ammunition box, the engineers panel and the radio box with the work table.





-20, 21. Copper is sprayed on the collector rings and masked. Fuselage is now glued and all lateral windows are masked (in and out)



-22. The underbelly shows the arrangement of the torpedoes release system coming from Alpha flight.



-23. The Whitehead torpedo from Alpha flight.



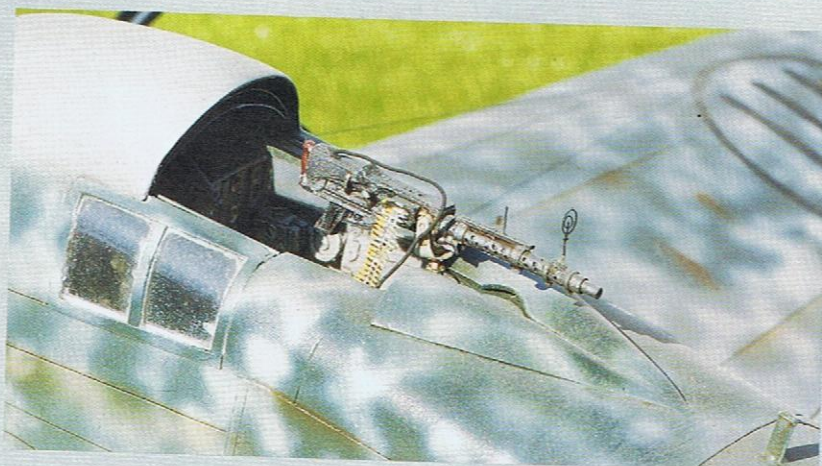
-24,25. The model during different stages of painting;



You will notice that when I took the pictures of the model I had not yet been provided with the right wheels. That explains the white rod emerging on some pictures which is a stop-gap before the right wheels were available.

All the breda safat MG's used in the model are from Italian Classic and they are very classy!

The Sparviero is a very interesting model to do. It requires some work, but at the same time you learn techniques you will find useful along your modeling life.





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